The Literary Digest

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TOPICS OF THE DAY

The President Prescribes

MEDICINE FOR THE SICK, not a regular diet for the healthy. That's what the President prescribes in his annual message to Congress.

That is why he recommends, as William Allen White puts it in his Emporia *Gazette*, "economic and financial legislation which in normal times would be regarded as revolutionary."

And this is what the doctor orders:

A Reconstruction Corporation on the lines of the old War Finance Corporation.

Increased taxes.

More capital for Federal Land Banks.

A system of Home Loan Discount Banks.

Liberalizing Federal Reserve bank rules.

Better banking laws.

Help for the railroads by changing present regulatory laws and regulating their competitors.

Revision of antitrust laws.

Action to release some of the deposits in closed banks.

THIS emergency program, which is already being discust by a hostile Congress, is received with more or less enthusiasm by Republican editors, and either rapped hard by the Democratic and Progressive press or at best damned with faint praise.

It was followed by the budget message, accompanied by the Treasury report with its tax-revision program, and later by the special message on foreign affairs in which he asked Congress to ratify his moratorium plan, and to consider the possibility of further revision.

That the regular message paints a somber picture is generally agreed—quotations from it appear on the following page. Those who expected Mr. Hoover to produce a rabbit out of a hat were inevitably disappointed, remarks the Kansas City *Star* (Ind.). "There is no rabbit in the hat." But as a whole the message seems to the Missouri paper "one of hope, confidence, and common sense."

"Courageous" is the word used by many Republican dailies. Several of them couple it with "constructive," or "sound," or "sane." The businesslike quality of the message, the New York *Herald Tribune* (Rep.) feels, "will be exceedingly welcome to a country beset by radicals and perfectionists." After praising the "admirable" tone and temper of the message, the Washington *Post* (Ind.) adds:

"Mr. Hoover's recommendations are not offhand 'panaceas' concocted by an officeholder whose sole object is to be reelected.

"They are the composite results of hundreds of conferences and studies by the most competent men in the country, belonging to all parties, and molded for the single purpose of releasing the powers that already exist—powers not imagined or invented for this emergency, but inherent in the people and resources of the United States.

"These plans look to the removal of economic paralysis, so that Americans can themselves go forward in the work of restoration of good times."

Blessed Are the Merciful for They Shall Obtain Mercy

IN THESE Christmas days, when the dark shadow of dire want, great suffering, and sharp tragedy, is on our land; when millions of honest and industrious and worthy men can find no work, no means whatever of supporting their families or of feeding their children; when starvation is present in a land of former plenty, then it is again the high duty and the great and genuine privilege of those who *have,* to share with those who have nothing left but sorrow.

On the very birthday of Him Who gave His all for us, we, too, must devise a way to give generously, and through any of the numerous channels that lie so near to us, to these, our fellow men, and His children.

THE importance of Mr. Hoover's program "lies in the fact that it represents an attempt to begin a reconstruction of our economic system," thinks the Manchester *Union* (Rep.), "for while the President's recommendations were conservative and designed chiefly for meeting the present emergency, they reveal certain weak points in our economic order that call for permanent readjustment." The New York *Journal of Commerce* admits that "some, possibly all, of the revivifying credit agencies proposed by the President are capable of giving much needed support to security and commodity values."

If the recommendations of this document are followed by Congress, both the Seattle *Times* and Los Angeles *Times* (Rep.) feel that improvement will be manifest in short order. The Columbus *Ohio State Journal* (Rep.) thinks that it is probably a good thing that these recommendations are so general, since they go to a politically hostile Congress. After noting that this "drab but forceful document" is meant for an emergency, the Cincinnati *Times-Star* comes to this conclusion:

"Hoover has carried on his bleak battle against terrific business conditions with high courage and notable common sense. His plans and the natural resiliency of the country will bring a revival sooner or later. Whether it comes in time to persuade the people of the value of Hoover's services while he is still in office is the only question."

BUT it is time to hear what the Democrats and other critics have to say. The one clear thing that the Birmingham *Age-Herald* (Dem.) can find in "a turgid and verbose" message is the chastened tone that "betokens a sorely tried and sadly tired spirit." The St. Louis *Post-Dispatch* (Ind.) can not find "a trace of inspiration." The Charleston *News and Courier* (Dem.) calls it "pallid." It is "disappointing" to the Denver *Post* (Ind.), as it is to Mr. Hearst's New York *American*. "The

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Hopelessness of Hoover" is the title of a Philadelphia *Record* (Ind.) editorial, which reads in part as follows:

"The Hoover message is a standpat message.

"'Standpatism' has its time and place. When a nation is prosperous, wages high, commodity values increasing, the standpat statesman is on solid ground. He says: 'Let's leave well enough alone.'

"But America of 1931 is not prosperous. Wide-spread and cruel poverty stalks the byways. All the economists in the country agree that we are at the end of an economic era.

The President Says:

Of Depression at Home—

"If we lift our vision beyond these immediate emergencies, we find fundamental national gains even amid depression."

Of World-wide Depression—

"Within two years there have been revolutions or acute social disorders in nineteen countries, embracing more than half the population of the world. Ten countries have been unable to meet their external obligations. In fourteen countries, embracing a quarter of the world's population, former monetary standards have been temporarily abandoned. In a number of countries there have been acute financial panics or compulsory restraints upon banking. These disturbances have many roots in the dislocations from the World War. Every one of them has reacted upon us."

"Altho some of the causes of our depression are due to speculation, inflation of securities and real-estate, unsound foreign investments, and mismanagement of financial institutions, yet our self-contained national economy, with its matchless strength and resources, would have enabled us to recover long since but for the continued dislocations, shocks, and setbacks from abroad."

Some Things We Must Do—

"Our first step toward recovery is to reestablish confidence and thus restore the flow of credit, which is the very basis of our economic life. We must put some steel beams in the foundations of our credit structure."

"I recommend that an Emergency Reconstruction Corporation of the nature of the former War Finance Corporation should be established. It should be in position to facilitate exports by American agencies; make advances to agricultural credit agencies where necessary to protect and aid the agricultural industry; to make temporary advances upon proper securities to established industries, railways, and financial institutions which can not otherwise secure credit, and where such advances will protect the credit structure and stimulate employment."

"Our people have a right to a banking system in which their deposits shall be safeguarded and the flow of credit less subject to storms."

"The well-maintained and successful operation, and the stability of railway finances are of primary importance to economic recovery."

Things We Must Not Do—

"I am opposed to any direct or indirect government dole."

"There will be demands for further veterans' legislation. But. . . . I am opposed to any extension of these expenditures until the country has recovered from the present situation.

"I am opposed to any general Congressional revision of the tariff. Such action would disturb industry, business, and agriculture. It would prolong the depression."

"Mr. Hoover doesn't believe we are at the end of an economic era. He says that the depression is 'transitory.'

"Mr. Hoover is 'ag'in' unemployment, but he doesn't suggest a method of relieving it. He abhors poverty, but he insists that the Federal Government must give no direct relief.

"His only recommendations are temporary expedients, designed solely to 'tide over' the country until prosperity returns of itself. It's like waiting for Santa Claus.

"The Hoover message would probably have been classed as a well-considered State document, back in the gay nineties. But it is as incongruous in 1931 as an ox-drawn covered wagon on Broad Street.

"It is the most amazing example of Presidential futility on record."

THE message is condemned as a mere campaign document by the Baltimore *Sun* and the Providence *News-Tribune*. The more friendly New York *Evening Post* fears that it "must be recorded as amongst his former well-meaning but unsuccessful attempts." But *The Post* does like the President's strong negative attitude in opposing the dole, another soldiers' bonus, and tariff revision. Yet it is this very tariff angle that brings sharp criticism from the Raleigh *News and Observer* (Dem.) and the Cleveland *Plain Dealer* (Ind. Dem.), the latter saying:

"The man who signed the Hawley-Smoot Tariff and made it law, to the consternation of his friends and in contradiction of his own oft-exprest opinions, now recommends that no general revision of schedules can be undertaken, thus challenging the general intelligent opinion of the country that the high rates of this act are one of the factors operating to impede a return of prosperity."

This message from a Republican President is considered by the Democratic Atlanta *Constitution* as nothing more or less than "a frank admission that his party has plunged the country into debt to an unprecedented extent." But *The Constitution* adds that Congress should consider the sounder recommendations of the President without partizan bias.

The message is not entirely consistent, in the opinion of the Chicago *Tribune* (Rep.), which finds in Mr. Hoover's actual suggestions to the Congress "very little sign of determined resistance to those developments in the aggrandizement of Federal power which in generalization he deplores."

WHILE the message is disappointing, it was "not so much in its matter as in its manner," remarks *The Wall Street Journal*. The same idea is brought out in a New York *Times* editorial which calls the message "correct but cold," and then goes on to make this criticism of the President's manner:

"He has, indeed, applied to the pressing difficulties of the nation his unusual powers of analysis, he has indicated the main lines which legislation should follow, has interposed in advance his personal negative to various plans that have been proposed, but has somehow managed to do it all without giving a stirring watchword or symbol for the people of the United States.

"This may be partly a matter of temperament with the President. It may be due largely to the complexity and variety of the problems which confront the Government.

"But the effect is, it must honestly be said, to leave Americans still longing for a public man who could rise to the great crisis in a great way and utter words which would not only be watchwords of debate in Congress, but which would carry cheer and hope into thousands of despondent homes throughout the country."

THE President's restraint seems a bit unfortunate to the Milwaukee *Journal* (Ind.), and it is inclined to "wish that Mr. Hoover had collected the many recommendations he makes for meeting the emergency and called it a 'program.'" This, we are told, "was one time when instead of piling brick on brick, he might have blown the trumpets a bit—and truthfully—about 'the magnificent structure of government rescue in time of storm.'" Thus "with a little pretentiousness he might have checked some of the flood of humbug that is now to engulf the public from the halls of Congress."

The message was found disappointing in financial circles, the New York *Journal of Commerce* reports, altho the New York *Herald Tribune's* financial editor speaks of it as "soundly if not aggressively constructive." Wall Street is especially interested in the Reconstruction Corporation, and feels that it is "worth trying," according to the financial editor of the New York *Sun:*

"This is a time when some things which are not necessarily good in themselves may do good because of the state of the public mind. The public seems to need, as one Wall Street man expresses it, a good shoulder to cry on, and a government credit corporation might well supply it."

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Where Mellon's Tax Plan Strikes

A MARRIED MAN has one child, and an income of $5,000 a year.

His tax payments to Uncle Sam will be tripled, if the new Mellon tax plan goes through.

How is that?

Well, as the United Press figures it out in a Washington dispatch, his income tax would go up from $16.50 a year to $42. He would have to pay a new tax on telegrams and long-distance phone calls, on the checks he draws, on his theater, movie and circus tickets, on his new radio and his new car—5 per cent. there—and a little additional payment whenever he buys cigarets or postage-stamps.

This is the biggest peace-time tax increase in our history and, incidentally, the only tax-increase plan Secretary Mellon's name has been associated with.

But, as President Hoover declares in his special budget message, the financial integrity of the Federal Government must be maintained; "this is a necessary factor in the rebuilding of a sound national prosperity." The President points out that chiefly because of the business depression which so reduces incomes and income taxes, the Government's revenues have fallen off so that we face a deficit which would pile up to $4,000,000,000 in three years. As Mr. Hoover notes: "The deficit for the fiscal year 1931 is $902,000,000 and the estimated deficits for 1932 $2,123,000,000, and 1933, $1,417,000,000." Under these conditions Secretary Mellon, in his annual report, advises a return to the general plan of the 1924 tax law:

"The country knows the burdens to be expected under such a law.

"It paid taxes under that law, and, notwithstanding the higher rates and broader scope of that act, found that these taxes did not constitute an unbearable burden, nor prevent increased prosperity.

"Instead of embarking on new and untried ventures in taxation, it is wiser to utilize a known general plan with such changes as may be appropriate in the light of altered conditions."

THE chief recommendations made by Mr. Mellon are summed up in the accompanying tabulation. The revenue thus obtained would, in the Secretary's opinion, substantially reduce the 1932 deficit—there would have to be some borrowing—meet current expenses for 1933 (but not the sinking-fund for payments on the public debt) and fully balance the budget for 1934.

No one expects this Mellon plan to be accepted in Congress in toto. The Democratic House of Representatives has the constitutional right to initiate revenue legislation. And the Democrats, correspondents agree, will certainly prepare their own tax bill. How much it will resemble the Mellon plan nobody can say.

Opposition leaders in general, thinks Theodore C. Wallen of the New York *Herald Tribune*, are likely to try to "put a far greater share of the tax increase on the rich by increasing surtaxes and estate taxes." Harold Brayman of the New York *Evening Post* gathers the impression from Congressmen that "the lowering of exemptions in the income tax, the stamp tax on bank checks, the telephone and telegraph tax, the extremely low-priced admission rates which are taxed, and the automobile-truck tax will be most strongly opposed."

Among the most vigorous newspaper critics of this Hoover-Mellon plan is the Philadelphia *Record* (Ind.), which hands the Administration this "wallop":

"It has loudly proclaimed anxiety for the home-owner.

"Now it proposes to tax real-estate transfers.

"It has exprest great concern for business.

"Now it proposes to tax sales of automobiles and radios, products of the two industries largely responsible for our post-war prosperity.

"It has made a great to-do about keeping up the buying power of the American people.

"Now it proposes to tax smaller incomes, tobacco, telephone, telegraph, and cable messages, amusement tickets, checks and drafts, and to increase postal rates.

"It presents a program that would act as a brake on the automobile, radio, and real-estate markets, and that would cut heavily into the buying power of the great mass of consumers.

"Hardly a way to restore prosperity."

BUT the Mellon program seems moderate enough to the Washington *Post*, which says:

"It would be difficult to evolve a program that would meet the Government's needs while placing fewer impediments in the path of business recovery. If Congress is disposed to consider the best interests of the people, and to lay aside political tactics while adopting new revenue laws, this plan will undoubtedly become the basis of the inevitable tax revision."

How the Mellon Plan Would Increase Taxes

As summarized by the New York "Times"

Tax	*Present*	*Proposed*
Amusement admissions (10 per cent)	Over $3	Over 10 cents
Passenger automobiles	No tax	5 per cent.
Automobile trucks	No tax	3 per cent.
Tires and accessories	No tax	2½ per cent.
Radios and phonographs	No tax	5 per cent.
Checks and drafts	No tax	2 cents each
Telephone, telegraph and cable messages (14 to 50 cents)	No tax	5 cents each
Telephone, telegraph and cable messages (over 50 cents)	No tax	10 cents each
Realty conveyances	No tax	50 cents per $500 over $100

Tobacco Products—Tax to be increased by 16⅔ per cent. over present.

Transfer Stamp Tax or Capital Stock Sale—Increase of 1 per cent. over present rates.

Estate Tax Rates—A super tax up to a maximum of 5 per cent. over the present rates.

Corporation Tax Rates

The net incomes will be taxed 12½ per cent. instead of the present 12 per cent. Exemptions on incomes of $25,000 will be eliminated.

Income Tax

	Taxable Income	*Present*	*Proposed*
Married, one dependent	$3,000	None	$1.50
Married, one dependent	5,000	12.38	31.50
Married, one dependent	10,000	92.25	153.00
Married, one dependent	25,000	1,198.75	1,405.75
Married, one dependent	500,000	115,753.75	199,029.50

Personal Exemption

	Present	*Proposed*
Single	$1,500	$1,000
Married	3,500	2,500
Each dependent	400	400

Normal Tax Rates

	Present	*Proposed*
First $4,000	1½ per cent.	2 per cent.
Second $4,000	3 per cent.	4 per cent.
Above $8,000	5 per cent.	6 per cent.

Surtaxes

The present rates beginning at 1 per cent. on net incomes of $10,000 and graduated upward would remain unchanged up to incomes of $24,000. Increases would begin with net incomes of $24,000 to $28,000, on which surtax of 7 per cent. and $440 would be collected. (Maximum surtax 40 per cent. on incomes of $500,000 and over instead of 20 per cent. over $100,000).

Postal Rates

Various increases including raise of letter rate from 2 to 3 cents.

To close with a word from the business community, we find the New York *Journal of Commerce* in its news pages pointing out that the proposed taxes "constitute substantial burdens on business":

"Many business organizations that will have to pay these new taxes in the first instance, assuming the imposts are enacted by Congress, face the dilemma of passing the tax on to the consumer and further discouraging buying, or absorbing at least part themselves and cutting into profit margins that are already uncomfortably thin."

But editorially this newspaper concludes that on the whole the proposed increases meet the requirement of imposing taxation "upon those who can pay, with a minimum amount of disturbance to industrial activity."

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A Wet-Dry Test in Congress

GLEEFUL WETS HAIL IN ADVANCE a victory that will be no victory at all as far as changing the Prohibition law now is concerned.

Fighting drys, on the other hand, are opening up with some of their heaviest artillery to block the wet drive.

Excitement leaps high over the prospect of obtaining a Congressional vote, of getting Representatives and Senators to stand up at last and be counted on one side or the other.

It will be, the correspondents tell us, the first straight vote since the Eighteenth Amendment and the Volstead Law went into effect eleven years ago.

Accordingly, the wets are rejoicing, altho they admit that only a miracle would, at this time, upset the Prohibition laws.

Wet hopes for a Prohibition show-down soared when Congressional leaders of both parties gave assurance, just before the session opened, that they would not resist the test.

"The Prohibition issue must be met," declared Representative Bertrand H. Snell, Republican floor leader. And he urged the wets to concentrate their efforts instead of introducing a hundred bills.

And from the Democratic side, Representative Henry Rainey, floor leader, who has always voted dry, declared that "we ought to vote on the wet and dry questions early in the session—it will then be possible to give the economic issues the consideration to which they are entitled."

Likewise on the Senate side, where the Republican floor leader, Senator Watson, announced that he would do nothing to prevent a Prohibition test, and Senator Borah, leading dry, also approved submitting the question to a record vote.

But principally the wets were encouraged by the House decision to liberalize the rules, making it much easier to rescue bills from strangulation in committee.

Heretofore, we read, it has been necessary to obtain a majority vote of the House to bring a bill out of committee, but the new rule, as the New York *Times* correspondent explains—

"Provides that on petition of 145 members, any committee of the House may be cited for discharge from further consideration, and could be actually discharged upon a majority vote of those present on any given day."

JUST what form the Prohibition test will take had not been decided as the session got under way, but the Association Against the Prohibition Amendment issued a new list of members classed as favoring resubmission or repeal of the amendment. Totaling 216, the list includes thirty-one Senators and 185 Representatives—"admittedly insufficient to carry any measure aimed at modification," writes the New York *Times* correspondent, "but larger by fifteen votes in the House and four in the Senate than a similar list compiled by the Association last month."

On the same day the Anti-Saloon League rushed in to meet the wet threat by serving a warning on Senators and Representatives that a vote for resubmission of the Eighteenth Amendment or for its repeal would result in League opposition when the Senator or Representative comes up for reelection—

"The League will consider any vote for a resolution to repeal the Eighteenth Amendment as a step toward legalizing liquor and, therefore, as a wet vote.

"The League does not accept the theory that a vote to resubmit the Eighteenth Amendment is a neutral vote.

"Such a shifting of responsibilities to the States would be a surrender of Constitutional prerogatives and an evasion of Congressional duty.

"Undoubtedly the method of submitting amendments was fixt to prevent constant agitation until sentiment for any proposed change is sufficient to be reflected by the convictions of two-thirds of the members of both Houses. Otherwise Congress would be merely clerical in its capacity to act on Constitutional revisions.

"The Anti-Saloon League will insist that it is up to the wets to agree upon and propose a substitute plan for dealing with liquor evils before asking Congress to vote on repeal of the Eighteenth Amendment."

It's Getting Harder to Stay on the Fence

—Thomas in the Detroit "News."

Welcoming the show-down vote as a gain for the wets, the New York *Herald Tribune* says:

"This prospective collapse of the lid, which for more than a decade has smothered the anti-prohibitionist forces at the Capitol, must be counted a distinct gain for the cause of reform.

"No doubt the drys in both chambers are hoping that a decisive defeat for their opponents will help to retire the issue to the background of politics, at least until the national conventions have had a chance to sidestep it.

"Their hopes, we believe, are doomed.

"A roll-call in the present Congress may show a strong dry majority, but it will also record wet gains, and it will give the minority an opportunity to present the issue to the country embodied in a concrete proposal.

"This should mean the crystallization of anti-prohibitionist sentiment behind a definite program, and the replacement of negative with positive action."

But all this activity is "mostly froth," declares *The Christian Science Monitor*, speaking for the dry side—

"The furor about bringing Prohibition to a vote in this Congress is in the main only a publicity stunt for the wet campaign in the Congressional elections of 1932.

"That is when the crux of the fight will be reached. And the real contest will not be in Washington, but in the constituencies back home. That is just where the Allied Forces for Prohibition, 'beating wet dollars with dry dimes,' are effectively giving battle to liquor propaganda to-day."

And then this paper argues that—

"Certainly it would take another Congressional election, probably more than one, to change the complexion of Congress enough to obtain even modification.

"Before that can occur, the force of the facts in regard to the social and economic value of Prohibition should be so imprest upon the American public that bigger majorities than ever will be rolled up in favor of its retention."

IN addition to the wet-dry clash as typified by these two editorials, another section of the press holds strongly that the Prohibition wrangle must not be permitted to delay needed legislation. As the Minneapolis *Tribune* asserts:

"If a vote is to be taken on any phase of the issue, it is in order to hope that it will be taken with a minimum of obstructionism and delay, and with a realization, furthermore, that Prohibition is for the present subordinate to a number of more vital problems.

"For either the wets or drys to tie Congress into knots during a period of economic crisis would be nothing short of a stupid, unforgivable offense."

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Was the "Hunger March" a Flop?

BLUECOATS, MANY ARMED with tear-gas guns and tear-gas hand grenades, "swarmed all over the Capitol" on December 7, the day that Congress opened. At strategic points machine-guns were nested in readiness for serious trouble.

These unusual arrangements were for the reception of the army of "hunger marchers," whose approach had been depicted in some quarters as causing shivers in the Capitol and the White House.

But when they came there was no flare-up of violence—merely the singing of the "Internationale" and shouts of "We want unemployment insurance."

The story of this invasion of the Capital, as gathered from the Washington papers, is briefly as follows:

The hunger marchers, organized by Communist leaders, started several weeks ago from St. Louis, Chicago, Buffalo, and Boston. Traveling by truck and automobile, they converged upon Washington, gathering recruits on the way. They finally numbered more than 1,200, men and women, white and colored, and filled seventy-one trucks and cars. They claimed to represent 12,000,000 jobless workers.

On their banners were such slogans as "Down with Charity Slop! We Want Cash Relief!" and "Down with the Hoover Hunger Government!"

They were met at the outskirts of the city on December 6 by a police escort, and were fed and sheltered in the Salvation Army Headquarters and the barracks of the 20th Marines.

When Congress opened the marchers tried to send delegations to voice their demands directly to the legislators and the President. Forbidden this, they rejected all suggestions that they make their appeal by petition or other recognized methods.

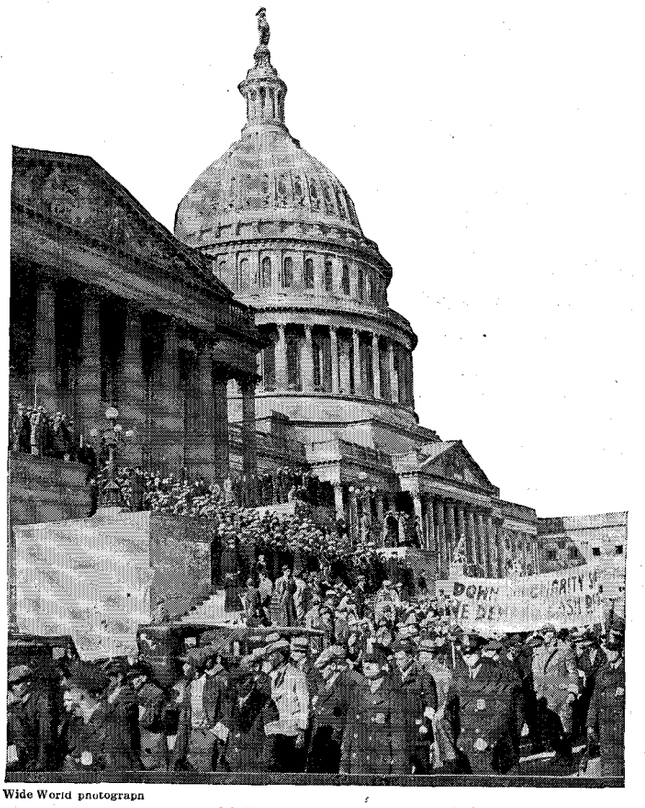
What Was Planned

A poster appeal to the hunger marchers.

Afterward, they held a meeting and reiterated their demand for immediate financial relief—some accounts said $150 for every jobless worker—and unemployment insurance. They also called for the release of Mooney and the publication of the suppressed section of the Wickersham report dealing with the Mooney case.

They left Washington the next day after enjoying, according to the International News, "a steaming breakfast donated by merchants and relief organizations."

Their further program, we read, includes meetings and speeches in the cities on their return route, the preparation of a giant petition for unemployment insurance, "with millions of signatures," and a day of nation-wide demonstrations on February 4.



Wide World photograph

What Happened

The hunger marchers at the Capital.

This hunger march, declares the Washington *Daily Worker*, central organ of the Communist party U. S. A., "was a victory, and a historic one, in the onward struggle of the American working-class." and "a victorious step toward further fight." To quote this Communist daily further:

"Above all, the class difference has been made clear to all between the hunger program of the capitalist class led by Hoover and all his windy commissions—with degrading dole of miserable charity serving as a fig-leaf to hide mass starvation—and the working-class program of unemployment insurance at full wages and immediate relief to the destitute."

But most of our newspapers dismiss the march as a futile gesture that did nothing toward solving our baffling unemployment problem. "It was simply an advertising stunt inspired by Moscow," says the Cincinnati *Times-Star*, and the New York *Daily Mirror* calls it "a flop." "Nothing more than a hot-air fiasco," declares the Washington *Post*.

But credit belongs also to the marchers themselves, points out the Washington *Daily News* in a notably sympathetic editorial:

"They came empty-handed. They left empty-handed. But is it ended? What of the remaining 8,000,000 jobless, who would not march with the little remnant under Communist leaders?

"The answer rests with the political and business leaders of this rich country whose job it is to create conditions in which every citizen may have the right to work and to live as a free and self-respecting American."

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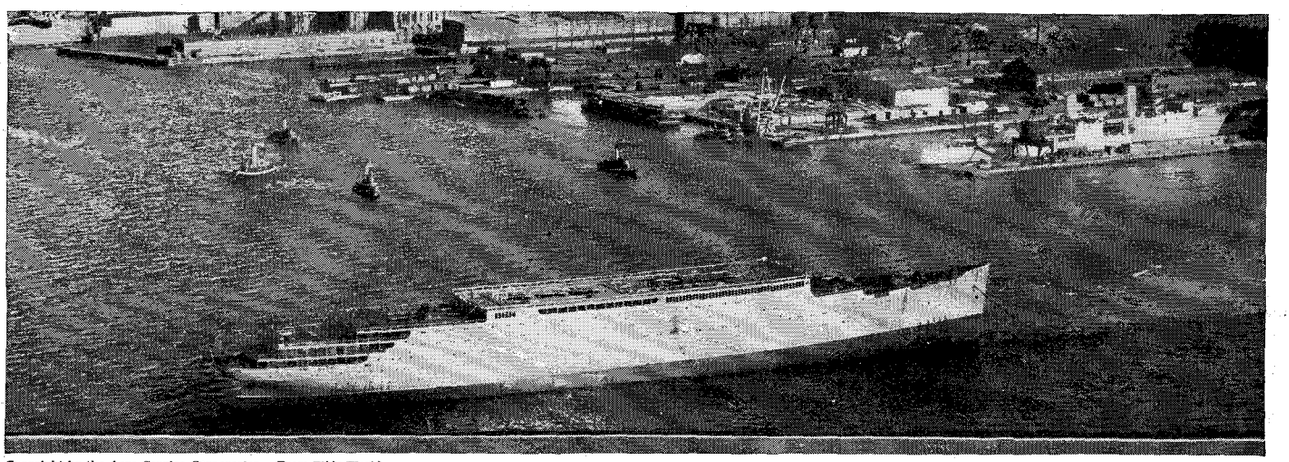

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Here's Our New Liner, the "Manhattan," the Largest Ever Built in an American Shipyard.

Hitler's Astounding Outburst

A SLIGHT, TIMID-MANNERED MAN with a Charlie Chaplin mustache grabs the world by the ear to roar about his plans.

What he's going to do when he takes over control of Germany, which he promises to do soon, is the theme of this outburst from young Herr Hitler, dubbed "Handsome Adolf."

Big talk comes booming from Berlin as the leader of Germany's Fascists, the chieftain of the National Socialists, tells just how he is going to run things when he takes charge.

If "the nerve of the man," as one paper expresses it, surprized the world, his bold words seem to have flabbergasted Berlin.

Germany will pay her private debts, he declared, thus probably giving American holders of German bonds a thrill. But she will repudiate reparations, he immediately added, denouncing France's policy of "blackmail and extortion."

UNABLE to ignore the incident, Chancellor Bruening rebuked Hitler in a radio address to the German people a few days later, we read, asserting that only the President and members of the German Cabinet have authority to define German policy.

"Hitler is convinced that absolute power will be his in Germany in the course of a year at the latest," writes Sigrid Schultz, correspondent of the Chicago *Tribune*. "His lieutenants are convinced he will be the master of Germany in February." As Mr. Schultz quotes him, Hitler said:

"No organization in the world has such perfect discipline as the ranks of the 750,000 fighters who are inscribed in the National Socialist party proper, and they are backed by 15,000,000 voters as shown by recent elections in Germany.

"This party is absolutely under my control. My will is done."

THE party's main aim, to Hitler, is the destruction of Communism in Germany.

If America, England, and other countries "allow France to accomplish this extortion [the priority of reparations over Germany's private debts], they must be prepared to see their own economic structure break down. The insanity of political tributes has disrupted the world's business."

A new debt agreement will be demanded "when we take over power," Hitler said, adding that "we will enforce rigorously an administration of economy, and curtail imports to the bare necessities" to keep money at home.

"Berlin is wondering to just what extent Hitler's dramatic gesture was pure bluff, and to what extent it was justified," writes Harold Callender, correspondent of the New York *Times*.

Paris sees a Fascist administration in Germany as inevitable, but "despite this prospect the French moderate papers refuse to view the immediate future of Germany with alarm," says the Paris correspondent of the New York *Herald Tribune*.

French Nationalist papers differ, however, he tells us, *L'Action Française* "translating Hitler's approaching triumph into 'war as an immediate prospect.'"

In Washington "there is a disposition to regard Hitlerism as worse in its bark than its bite," writes David Lawrence, correspondent of the Consolidated Press Association.

"It is not believed here," adds Mr. Lawrence, "that Hitler's statement that private debts will be respected, but reparations payments will be repudiated, is anything but a slogan."

AMERICAN editors view variously the Hitler pronouncement. He is "strutting his stuff" to the Newark *Evening News*, which calls his statement "clever ballyhoo."

But "if the German Fascists should attain office and repudiate reparations, it is inconceivable that France would stand by without forcible protest," thinks the Washington *Evening Star*.

Hitler avoids threats, notes the New York *Herald Tribune*:

"Tho Hitler nationalism tends to keep aflame the basic antipathy between Germany and France, it does not necessarily exclude a working agreement for the next few years.

"The prospect of power has compelled Herr Hitler to consider the responsibility which goes with it."

Our Record Home-Built Liner

AN orange-colored steel hulk glides into the Delaware River as 5,000 cheer.

It is the *Manhattan*, the largest liner ever built in this country, christened by Mrs. Theodore Roosevelt, widow of the former President.

"This launching is the first noteworthy contribution that has been made recently to the development of a really competitive North Atlantic American fleet," said Postmaster-General Walter F. Brown, one of the speakers.

The ceremony, at Camden, New Jersey, on December 5, took place the day after the Shipping Board gave final approval to a consolidation of the Dollar-Dawson, International Mercantile Marine, Roosevelt, and United States Lines, a step hailed as greatly strengthening our merchant-marine. The *Manhattan*, now 60 per cent. complete, is being built for the United States Lines, representing the merged interests.

"The last word in ship design, the *Manhattan*, when finished, will be one of the premier ships of the world," says the Philadelphia *Evening Bulletin*, which also points out that at present "there are only sixteen ships on the sea of greater tonnage." Seven hundred and five feet long, the new liner has a beam of eighty-six feet, a loaded displacement of 32,000 tons, a capacity of 1,300 passengers, and a cruising speed of twenty knots.

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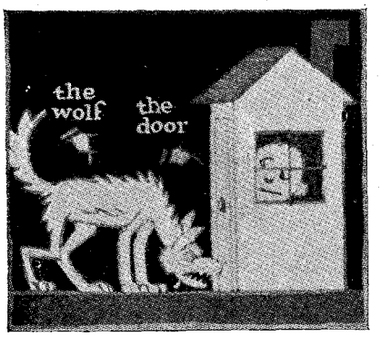
TOPICS IN BRIEF

A CONSERVATIVE is a creature who dreads a new idea's effect on the feathers in his nest.—*Macon News.*

THE reason people are patient with statesmen is because they don't know what to do, either.—*Bakersfield Californian.*

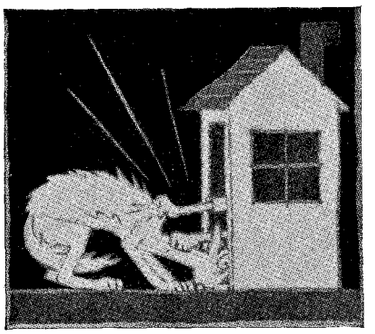
SPEAKING of increased taxes, is it sporting to jump on an income when it's down?—*New Britain Herald.*



WELL, at least Santa Claus is just around the corner. — *Arkansas Gazette.*

IT'S an elusive purse upon which Santa can not get his Claus.—*Weston (Ore.) Leader.*

EVERY great war inspires a soul-stirring song to immortalize its ideals. The last one gave us Hinkey Dinkey Parley Voo.—*Bridgeport Times-Star.*



THE Duce regards Julius Cæsar as the Mussolini of ancient Rome.—*Berlin Vorwarts.*

ANOTHER way to explain this period of depression is that perhaps people are living within their incomes.—*Judge.*

ALL those authors and lecturers on Soviet Russia remind us of the reports issued by the six blind men on the shape of the elephant.—*B'nai B'rith Messenger (Los Angeles).*

SOME day the lion may lie down with the lamb, but it has refrained from doing so with Mr. Gandhi's goat.—*Weston Leader.*

THE cities of the world are full of statues that could be placed nicely in the holes out of which antique art works are being dug.—*Arkansas Gazette.*

CHINESE and Japanese armies are said to be shopping about for a battle-field that can be pronounced by Occidental newspaper readers.—*San Diego Union.*

AN American screen actress has been married three times to the same man. Any one who is as absent-minded as that really should keep a diary.—*The Humorist (London).*

"YOU might say," John Masefield says, "that poetry is the wine of the universe." True enough, but we rather wish so much didn't sound like the whine of it.—*Boston Herald.*

IN considering the proposal to increase the tax on business firms' profits, Congress should remember that 20 per cent. of 0 is no more than 2 per cent. of 0.—*Nashville Southern Lumberman.*

Now the League of Nations Council will meet again and issue the ultimatum that if Japan doesn't get out of Manchuria on some other date, the council will hold another meeting.—*San Diego Union.*

PRESIDENT HOOVER thinks the time is opportune for a revival of residence-building—the American people being less able than they have been in a long time to stay away from home.—*Norfolk Virginian-Pilot.*

"ALFALFA BILL MURRAY," says an enthusiast, "has the courage and aggressiveness of Jackson, the sympathy and foresight of Lincoln, and the vision of Jefferson." And the whatchmacallit of Texas Guinan.—*Detroit News.*

SOME one gave us a neat idea, the other day, which we could use in an inspirational speech, if we ever made inspirational speeches. The idea is that there are at present two kinds of business men. One kind is selling out, and the other kind is out selling.—*Spokane Spokesman-Review.*

THE reason why grapefruit continues to be popular is that there is more in it than meets the eye.—*Arkansas Gazette.*

THE trouble in Latin-America is that business doesn't turn over as quickly as governments—*Norfolk Virginian-Pilot.*

BUT if living is cheaper, what is it the Government buys that requires more tax money every year?—*Publishers Syndicate.*

THE identity of Santa Claus remains a mystery, but at least we have learned it isn't Wall Street.—*Anderson (Ind.) Herald.*

FROM now until Christmas those who can afford it will forget the past and think of nothing but the present.—*Louisville Times.*

THE Weather Bureau has been in existence more than forty years, but it hasn't improved the weather very much.—*Florence (Ala.) Herald.*

DIFFERENCE between T. Roosevelt and H. Hoover is the difference between one big stick and a lot of big boards.—*Dunbar's Weekly (Phoenix).*

BEING found to be the safest city in the United States, New Haven, Connecticut, seems most appropriately named.—*Christian Science Monitor.*

SCIENTISTS have discovered that germs always work in groups. This explains why we have never seen a measle knocking about on its own.—*Punch.*

A WOMAN writer remarks that there are many people who can not live on an income of £5,000 a year. We must admit that we have never done it. — *The Humorist.*

ANTIQUE statue of Cupid, dug up in Italy, has a hand, both legs, a nose and an ear missing. Wouldn't that be an ideal ornament for the city park of Reno?—*Arkansas Gazette.*

RUSSIA is going to try to borrow some money from us. One trouble with an anti-capitalistic State is that it takes a lot of capital to run it.—*American Lumberman (Chicago).*

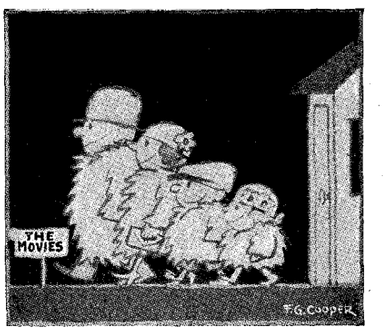
OUR towering industrial fortunes, following the modern mode in sky-scrapers, must expect to have setbacks.—*Arkansas Gazette.*

SINCE the introduction of automobiles in this country, we have not heard of a single person going crazy over trying to establish perpetual motion.—*Dallas (Ga.) New Era.*

DR. CHARLES MAYO says school children don't need the three months' vacation every year. But the vacation idea, we believe, was invented by the teachers.—*San Diego Union.*

YOU can tell which Congressmen lost their shirts if you wait to see which ones wish to hamstring Wall Street. — *Calgary Herald.*

AND another thing to wonder about is how the Chinese people know just where and when one war ends and another commences.—*Judge.*



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What to Do With the Wolf at the Door

—F. G. Cooper in "Life."

PLEAS that Americans spend more liberally seem to have been taken seriously by no one except officials who handle public funds.—*Dunbar's Weekly (Phoenix).*

CALVIN COOLIDGE says that every time he exercises his sense of humor he gets into trouble. And so far he hasn't had much trouble—which indicates something or other about his sense of humor.—*B'nai B'rith Messenger.*

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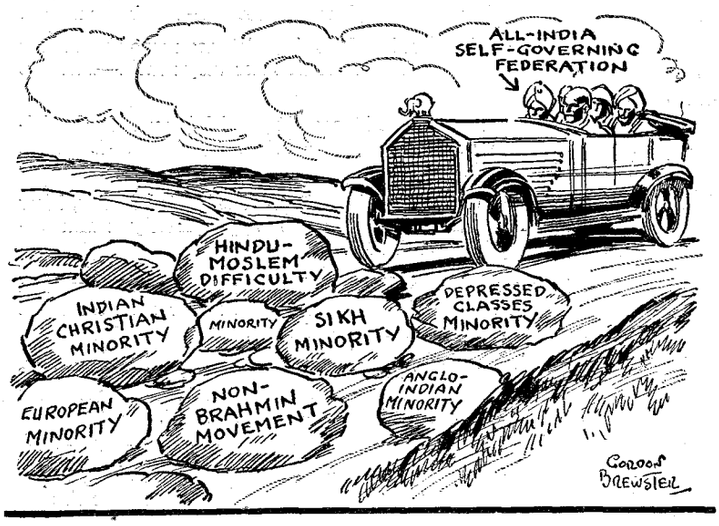
FOREIGN COMMENT

Prospects of "Hell in India"

"THERE IS GOING TO BE HELL," Mahatma Gandhi is reported to have said after the Indian Round-Table Conference in London ended in deadlock the other day.

The real failure, it appears, is in the inability of the conference to reach a settlement of the communal problem, meaning agreement toward practical measures for settling racial, religious, and social friction among the native Indian communities.



Anything but a Clear Way

—The "Irish Independent" (Dublin).

Later some press dispatches from London reported a denial by the Mahatma of the use of the word "hell."

Yet there has been no denial of his statement that on his return to India there will be a renewal of the "weaponless battle against England." Asked how soon after his return from India trouble would start, Gandhi said:

"The masses of India are only awaiting my signal. But I think I shall study conditions a while before I give it."

THE Indian leader is further quoted as promising British high officials that he will do his best to avert a new conflict, but he reiterated that the final word rests with the All-India Nationalist Congress.

His last word after three months' work at the second Round-Table Conference appears in a parting manifesto of the demands of the All-India Nationalist Congress.

Chief of the demands is complete independence for India, and London Associated Press dispatches tell us:

"Independence, the Mahatma declared in his manifesto, did not exclude 'partnership at will on absolutely equal terms with Britain and to be determined at the instance of either party.'

"Complete independence, the manifesto said, 'necessarily includes full control in the hands of the responsible government of the defense forces and external affairs and finance.'

"The manifesto added, however, that 'such safeguards as may be proved to be necessary in the interests of India would be accepted by the Congress.'

"'The Congress is quite willing that the (Indian) nation should take over all the legitimate obligations, but insists upon examination by an impartial tribunal of all obligations the nation may be called upon to bear.'

"In an important section dealing with minorities, which proved to be one of the greatest stumbling-blocks of the Round-Table Conference, the manifesto said:

"'The Congress is a national organization and it is committed to a purely national solution of these questions, but it will be necessary to accept the principle of special reservations of seats in the Legislature of Moslems and Sikhs, and this it would do as a necessary evil because of historic reasons. . . . The evil can not be extended by special representation to the other minorities.'"

Meanwhile Gandhi and his followers have the pledge of Prime Minister MacDonald that on the broad issues India will have the overwhelmingly Conservative Government supporting the late Labor Government's policy of a Federal India embracing the Princes' States and the British Indian provinces alike.

A summary of Mr. MacDonald's proposal to India is made in a London Canadian Press dispatch in the Ottawa *Evening Journal*. If the proposal becomes effective, we are told, it means:

"1. The creation of an All-India federation.

"2. A Federal Government responsible to a Federal Legislature with certain reservations during the transitional period.

"3. The Governors' provinces would be responsible governed units enjoying the greatest possible measure of freedom from outside interference and dictation in carrying out their own policies in their own sphere.

"4. The Northwest Frontier province would be erected into a Governor's province.

"5. Sind, which is now in Bombay presidency, would be a separate province.

"6. The establishment of committees recommended by the conference on (a) revision of the franchise and constituencies; (b) to put to detailed budgetary test the recommendations of the Federal finance subcommittee; (c) to explore more fully specific financial problems existing in connection with certain individual States; (e) the creation of a working committee of the conference to remain in India with which the British Government can, through the Viceroy, keep in effective touch."

How the Indian press receive the results of the conference may be gathered, tho rather choppily, perhaps, from editorials cabled to THE LITERARY DIGEST.

In the first place, cable advices indicate that except for the extreme All-India Nationalist Congress's adherents, the press generally throughout India is extremely cautious in its comments on possible developments following the Round-Table Conference. They are said to be "obviously awaiting Gandhi's definite opinion."

British-owned newspapers approve MacDonald's declaration, it seems, and consider it likely to satisfy the general mass of the people in India. *The Times of India*, British-owned, but with Nationalist sympathies, avers:

"The old charge of 'divide and rule' can not further be made against Britain since the Government is prepared to impose a communal settlement in order that a Federal constitution may function soon.

"We can not believe that Gandhi again will obtain the support of the commercial classes if the campaign of civil disobedience is started once more."

ON the other hand, the Nationalist Bombay *Chronicle* flatly declares the Round-Table Conference proposal is "a mockery which the Indian Nationalist Congress can not accept." And the strongly Nationalist Bombay *Free Press and Journal* appeals for an immediate renewal of the fight for freedom.

Other cables to THE LITERARY DIGEST from Indian cities reveal the British-owned Madras *Mail* as assured that "the new project for federation will go ahead." And the Nationalist Madras *Hindu* is convinced:

"A Federal constitution is best for India. British India will work for that alone, reserving the right to press for self-government for itself should negotiations break down."

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Cables from Allahabad report the British-owned Allahabad *Pioneer* as saying that "Mr. Gandhi's talk of 'the parting of the ways' is strange." Then an open avowal of dread is made by the Liberal Allahabad *Leader:*

"If the Indian Government's policy irritates the people, Gandhi will be unable to prevent his followers from adopting extreme measures. We hope that moderation will prevail."

CABLED from Delhi comes the melancholy remark of the Hindustan *Times* that: "The Prime Minister's declaration can not be expected to cheer the Indian people." And the Nationalist Lahore *Tribune* issues this warning:

"The British Government must be prepared to accept a policy more consonant with Indian aspirations, if Indian cooperation really is desired."

There is little optimism in a newspaper organ of the landowners, the Patna *Indian*, which observes faintly:

"We hope that the situation will not be allowed to drift into chaos and confusion."

It is not merely the inconclusive ending to the second Round-Table Conference that has caused discouragement, nor is it Gandhi's indecisive mood on leaving Britain's shores. The depressing fact, remarks Ferdinand Kuhn, Jr., in a London wireless to the New York *Times*, is that despite years of effort, and despite commissions of inquiry and round-table conferences, the peril of an explosion in India is just as great as when General Dwyer fired into the crowd at Amritsar twelve years ago. This informant goes on:

"Britain's problem in India is still a race between constitutional methods and revolution. For the past fifteen years Britain's task has been to turn the revolutionary urge into constitutional channels, and during the past year an attempt has been made to build a mighty constitutional structure—the Federation of All India.

"Yet despite all efforts India still is seething with political discontent and, altho fifteen years are like fifteen grains of sand in the East where time counts as nothing, they are beginning to seem very long indeed to the British public."

LAST winter's conference succeeded unexpectedly in uniting the Princes and British India in a single federal scheme and obtained a pledge of the British Government's support.

This winter, Mr. Kuhn points out, the conference had two chief tasks—first, to grapple with the details left unsolved last winter, and secondly, to win Gandhi and the Congress to the cause of federation. The sketch of a federal constitution "remains a sketch, little clearer than last year's hazy outline."

Four important safeguards have been made clear enough as regards the British demands, we are advised, but on only two of them—foreign affairs and the protection of British business in India—has there been anything like agreement. We read then:

"As for the minorities question, which is rightly called the key problem in any Indian constitution, it appears worse now than at the end of last winter's conference. Then, it will be recalled, the Moslems and Hindus came within a single seat of obtaining an agreement, and it was the Sikhs who upset the apple-cart.

"This year new jealousies among the minorities were uncovered. Untouchables, Anglo-Indians, and Europeans joined the Moslems in demanding a separate vote and separate representation and formed a solid bloc against the Hindus.

"An incidental complication was a fierce quarrel between the untouchables and the high-caste Hindus, almost as bitter as the Hindu and Moslem rivalry.

"If after persistent efforts the minorities failed to settle their differences in the cool, distant atmosphere of London, it is not considered likely that they can agree in the partizan atmosphere of India. The British Government has only one choice—to add to its unpopularity by dictating a temporary settlement."

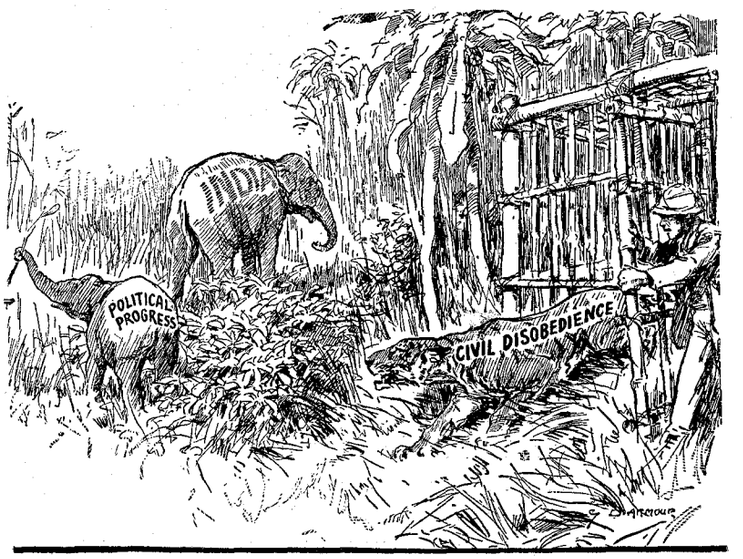
A Chinese Plea for Chinese Union

WHY DOES CHINA'S CASE IN MANCHURIA fail to win world-wide sympathy?

It is because the leaders of both the Nanking and the Canton factions in China have not yet freed themselves from personal animosities and prejudices.

What is more, the Chinese people themselves are gravely imperiled by the squabbles of politicians.

That is how a Chinese, Paul K. Whang, feels, and he makes no bones of saying that the patience of the Chinese people has been tried beyond the limit that keeps patience a virtue.



At Large

—The "Morning Post" (London).

As a matter of fact, Mr. Whang declares, in the Shanghai *China Weekly Review*, the people of China have little interest in factions, because—

"What most concerns us is the welfare of our country. China can not present a united front against the Japanese invasion of Manchuria. Her stand is further weakened by the continuous absence of a diplomatic representative at Washington. This state of affairs has served to aid Japan in her aggressions, and brings discredit on China among the family of nations.

"With the fate of China hanging in the balance, our political leaders should not be so unpatriotic as to place their personal prejudices above the welfare of the country.

"When Great Britain was recently faced with an economic crisis, all party leaders, irrespective of their party principles, came together and formed a national Government to tide over the crisis. Now China is faced with a far graver crisis, but our factional leaders still spend their time in haggling over terms of unification.

"For weeks they have had conference after conference, but up to now they have not found one solution which will be acceptable to both sides.

"Why do they not realize that now is not the time to talk about the reorganization of the party and the Government? The solution of those problems will take months, if not years, of discussion. Why do they not come together to form a coalition Government for the time being, and leave all party and governmental problems to be solved when the crisis is over?

"We are disheartened by the continuous deadlock of the Peace Conference.

"The moral support we have secured from the friendly Powers will not yield China any benefit, if China remains divided against herself. Patience, as our sage told us, is a virtue, but will cease to be such if we allow the present situation to drift on indefinitely.

"Shall not we, the people of China, unite to bring pressure upon the factional leaders, and remind them of the fact that we want nothing short of a unified Government, and tell them frankly that we will overthrow any one who dares to defy the wishes of the people?"

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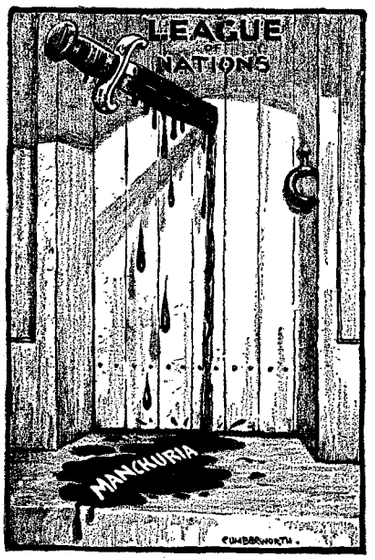
America's Stake in Manchuria

MOST AMERICANS MISS the world significance of the Manchurian crisis.

And few Americans realize that the United States is the nation most interested in seeing that Japan does not change Manchuria into a sort of Japanese province.



The Message From Mars
—"The News-Chronicle" (London).

This reproach to American judgment is uttered with all civility by various German editors who think that Americans do not sufficiently realize that Manchuria is infinitely more than an issue of the Far East.

But the Washington Government is very much on the alert, remarks the *Frankfurter Zeitung*. It reminds us that for many years the policy of Washington in Eastern Asia has been that of the Open Door, and this important German organ continues:

"From this motive, the Washington Government acted as intermediary between Russia and Japan during the Portsmouth Peace Conference.

"From this motive, too, back in 1908, the Root-Takahira agreement came into being—the so-called gentlemen's agreement.

"This guaranteed the preservation of the existing status in the Pacific, equal facilities for all nations in all parts of China, and the independence and territorial integrity of the so-called Middle Kingdom.

"The 'open-door' policy naturally means that the United States will not play second fiddle in Chinese affairs.

"For this reason prior to the World War, America (in common with other Powers), vainly sought to influence all railway policy in Manchuria so that Russo-Japanese factors in this promising region might not grow too powerful.

"This explains why, when the Japanese took Tsing-tau, during the World War, and jammed the sinister 'May pact' down the Chinese throat, the Washington Government scrutinized the course of the Tokyo Government with a hawklike keenness.

"This explains, too, why American diplomacy during the Washington Conference did everything possible to check the rising tide of Japanese power—the tide that rose so high during the World War."

THE Washington agreement in the Pacific, this Frankfort daily goes on to say, is in reality a device to check Japanese ambitions on the Asiatic mainland and in other regions of the Pacific.

If, in the near future, it is asserted, Japan can contrive to get rid even only in part of the diplomatic fetters imposed upon her, it would be "a slap in the face to American diplomacy." We read then:

"The Washington Government, accordingly, is intensely interested in seeing that the Tokyo Government does not attain a further increase in weight and influence throughout Manchuria.

"In the light of these considerations it is obvious that American interest in the Manchurian crisis is far more vital and far greater than that of any other Power."

Americans should also recognize, thinks the *Koelnische Zeitung*, that Manchuria to-day shows the extent to which Europe has declined in importance in world politics. Diplomatically, Europe has decayed, it is alleged, and with the Manchurian problem begins a new phase.

American Husbands in British Eyes

A FEW axioms might comprehensively define the American husband, and the first would be that "an American husband goes back to his house and wife, and goes home to his office."

Thus oracularly declared Miss Beatrice de Holthoir at a luncheon given in London by the American Circle of the Lyceum Club. Very earnest in her statements, Miss de Holthoir sought credence, altho she had to admit she could not "speak from personal experience of the subject."

But, she added hastily: "I have had the honor to refuse the offers of several gentlemen who wanted to provide me with good examples of what an American husband is."

Of the millions of American husbands, Miss de Holthoir said further, all are totally unlike except in the fact that "they all believe in certain hard-and-fast rules as to what an American wife should be like—and then they marry an exception to the rules." In the London *Daily Telegraph's* report of Miss de Holthoir's pronouncements, we read further:

"As soon as an American woman finishes with one husband, she invariably plunges straight into another marriage. She looks on marriage as a sort of progress. Each husband should be better than the last. By the time her son by her first marriage is eighteen years old, she is looking for a professor as a husband, to superintend his education.

"This progressive change is typical of the American scientific outlook. Over here we have never thought of giving boys new fathers every seven years.

"All American women are devoted mothers. They look after their children and carry on flirtations at the same time, and keep both enterprises going with equal efficiency.

A Japanese Cartoon View
China, the barking dog behind the Powers
—The "Jiji Shimpo" (Tokyo).

"American husbands are extremely desirable things, and, if it were not for the existence of the new restrictions against the dumping of foreign luxuries in this country, I should ask the Americans to send us all the surplus husbands they can spare."

AMERICAN wives, said another speaker on this occasion, Mr. Shane Leslie, are "not blest with so much emotion," as European wives. They have "ideals instead," he added, and his American wife, who sat beside him, heard him further:

"American women dress more alike than those of any other nation. In Europe women dress as a venture against other women, but Americans choose their clothes to enable their husbands to boast."

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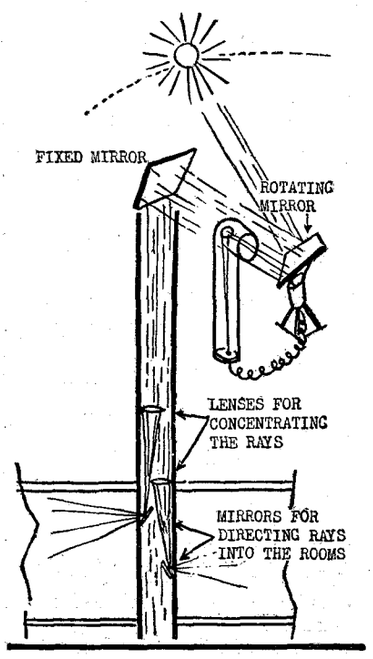
Pipe-Lines for Sunshine

EVERY ONE EXPECTS TO FIND in a habitable house distribution systems for heat, light, and water. To these, in some great factories, are added lubricating oil and low-pressure air. Petroleum is piped underground for hundreds of miles.

And now a Frenchman has perfected a device for "piping" sunlight from the roof of a building into every room.



How to Capture the Sunshine

By this plan, which we are assured is now actually in operation in Paris at moderate cost, every room of every house may be "on the sunny side" from sunrise to sunset at all seasons. And when the sun is obscured, whether for minutes or hours, the electric light is at once turned on automatically.

We translate below an article describing this invention, contributed by Jean d'Erleich to *Vu* (Paris):

"Since the day when the human mind turned from the luminous pagan colonnades of Delos to take refuge in the humid shades of the Gothic cathedral, Christian modesty has seen its triumph consecrated by fashion.

"We have refused our bodies, and almost our very faces, to the ardent glances of Phœbus; a pallor that the poets consider interesting, but that is really only unhealthy, becomes obligatory.

"Thick veils, heavy garments, masks and sunshades have protected the human body which Greece exposed freely to the glory of the sun. Only yesterday a freckle or two desolated our mothers, and the nineteenth century celebrated the triumph of curtains, tiny windows, and low ceilings.

"The present century has witnessed the return of the sun-cult; nudism is becoming a social institution, heliotherapy a necessity or a fashion—the sovereign remedy for all ills.

"Whole populations go hundreds of miles to sunburn their skins on happy shores where fog is unknown. Our architects are disemboweling our façades, opening up huge bays; they are even building houses of glass. Our costumers are cutting down frocks and bathing-dresses to a fig-leaf; druggists make fortunes by selling what they call distributors of ultra-violet rays. The medical faculty itself aids and abets this Crusade of Light.

"Now, altho the sun blazes on our roofs and illumines the slates gratuitously with millions of candle-power, thirty feet below unhappy beings vegetate in darkness, condemned to live like toilers in a mine.

"For years a solution of the problem has been sought. In principle it is simple enough. It is only necessary to capture the sunshine on the roof and throw it into the cellar."

MR. D'ERLEICH bids us imagine two persons, Peter, perched on the roof, who holds a mirror in each hand, and Paul, on the ground, who has only one. Peter catches the sun's rays on one of his mirrors, and with the other directs them to Paul's. The latter can send them in any direction he wishes. Suppose that both spend the whole day at this little game. Peter on the roof will have to keep turning, as on a pivot, to follow the sun's course, while Paul has only to stand still:

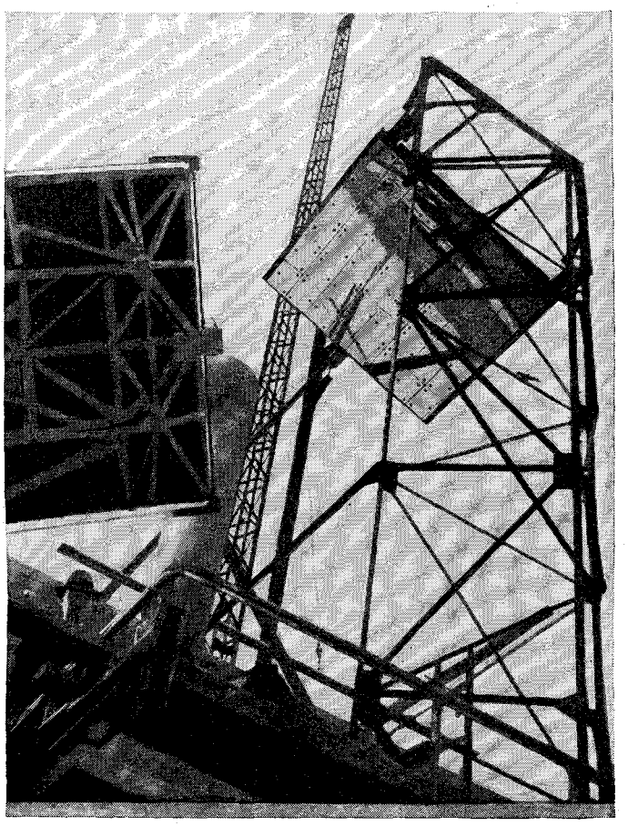
"Now suppose that these two are replaced by machinery. This is not inconceivable. But it would necessitate a clock of high precision, delicate, costly, and requiring constant adjustment.

"We just find other means. We must keep constantly adjusted to the sun two mirrors without any clockwork and by the action of the sun itself.

"Jacques Arthuys has devoted years and a fortune to this game, and he has won it. Thanks to him and to his co-laborer, Bayer, of the Paris Institute of Optics, who has succeeded in making the device self-regulating, we may now see in operation a machine that will soon be as common as gas-meters or elevators—a device that will distribute solar light and heat, concentrated or diffused, over any part of a seven-story building, down to the bottom of its cellar, at the architect's pleasure.

"Two supports carry the mirrors. The first, facing the sun, sends its beams to a second, turned toward the ground, which directs the rays vertically downward. Between the supports, in the path of the first reflected beam, is a large bent tube in which a small disk receives the sun's image at its center. The sun moves; the image is displaced and heats a thermo-electric cell at the edge. A tiny motor under the first support corrects its position, and the sun's image returns to the center of the disk. In the vertical light-beam from the second mirror, let us place a lens whose focus is 50 feet below, where there is a smaller mirror. By adjusting its position we have at our disposal a beam of light of an intensity of thousands of candle-power, which may be carried into the building through apertures, and sent to any desired part of it.

"But the sky is overcast, the sun disappears for several hours—possibly even for days. Our machinery stops working. And when it appears, the movable table is not properly placed. An electric mercury-contact enters into play. The motor rotates the mirror until the sun's tiny image returns to its place on the disk in the tube. Also, as soon as the sun's beams are obscured,



View of the Apparatus

At the left, the movable mirror turned toward the sun. At the right, the fixt mirror that sends the rays downward. Between them, the director-tube.

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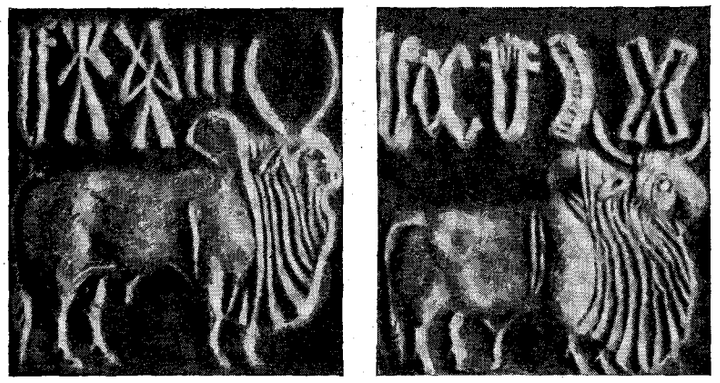
the electric light is automatically turned on in the building. So now, there is no reason why any one should not be able to enjoy a sun-bath, even if he lives in a cellar.

"The standard apparatus, with mirror-surface of thirty-six square feet, sufficient to furnish 200,000 candle-power and illumine to daylight intensity a surface of 9,000 square feet, costs, including mirrors, lenses and all, about $3,250, or for a building of six stories, about the price of a staircase.

"There is practically no upkeep. Every morning a rubber 'squee-gee' automatically cleans the mirrors, and its little toy motor costs about ten dollars a year to run.

"Finally, it makes no noise, requires no special construction, and in warm countries or in the hot season the rays may easily be filtered or cooled off. In sanatoria the mirrors may be made of polished metal that does not absorb the precious ultra-violet rays.



Art of Five Thousand Years Ago

Seals showing the Indian ox, or zebu, in all his glory.

"In a few years we shall have sunlight in every room, the solar douche in our bathrooms, just as we now have gas, water, and electricity. This will be a gate opened to all the fairies of the sunshine—a betterment of the art of living whose effects will be incalculable."

Quiet New York

NEW YORK, by actual comparison, is 80 per cent. less noisy than Chicago, according to a statement issued and vouched for by the New York Electrical Society.

The conclusion is based, we are told, on a comparison between a microphone hung out of a window in the Chicago Loop and a similar instrument in Times Square, New York.

This test, the first in which the noises of any two cities have been compared directly in this way, was carried out by Edwin K. Cohan, technical director of the Columbia Broadcasting System, during a recent talk before the New York Electrical Society. We read:

"Direct comparison of the noises of the two cities would have been impossible even a few months ago, Mr. Cohan explained, because the telephone lines or radio links then available for the transmission of the noise from Chicago to New York were not of sufficiently high quality to carry perfectly every part of the noise. To provide the high-quality circuits now used to carry broadcasting programs over the country to be distributed from the stations of one of the country-wide chains, engineers have perfected telephone lines, microphones, amplifiers, and other apparatus which transmit sounds with virtually no distortion, so that the noise of Chicago, picked up in the Loop, was brought to New York unchanged, to be compared with the similar noise from the near-by location in Times Square.

"For transmission over the lines and for audible reproduction in the New York auditorium, both noises had to be amplified electrically; this amplification being kept the same for both noises so that the comparison remained a true one. Both noises then were measured by a noise-meter, the Chicago noise turning out to be 61 decibels, while the New York noise was 55 decibels. The comparison applies, Mr. Cohan pointed out, only to the two localities mentioned. Average noise of the two cities, taken as wholes, might show a different ratio. The decibel is the scientific unit of noise intensity, as the watt is of electric power."

Pompeii—and Then Some

POMPEII, BURIED IN VOLCANIC ASH 1,900 years ago, is still being exhumed.

And now, in the Indus Valley, in northern India, appears a greater Pompeii, buried in river mud brought down from the Himalayas, and not less than 5,000 years old.

No primitive mud-village this.

It is built of well-burned brick in "city blocks" like our own, along straight, well-planned streets.

The wealth of utensils, weapons, jewelry, and art objects found there show that its dwellers were far advanced in civilization.

Sir Arthur Keith, the eminent British anthropologist, who describes these finds in the New York *Times*, says that before they were unearthed we had no inkling that cities of this type existed anywhere on earth fifty centuries ago. He writes:

"The discoveries made in the northwestern parts of India, under the direction of Sir John Marshall, have revolutionized our conception of the early history of India.

"On the western bank of the lower Indus, buried in silt from the Himalayas, Sir John has exposed a succession of buried cities —the oldest of which was already in existence in the fourth millennium B.C.

"We stand amazed as we grasp the details of the life led by these ancient citizens, especially as we begin to realize that their mode of living was so like that which we city-dwellers still lead. Until this 'Mound of the Dead' was explored we had no suspicion that great solidly built houses, grouped along wide streets and narrow lanes, existed anywhere in the world 5,000 years ago.

"The discoveries have added at one swoop 2,000 years to the history of India. Human civilization—city civilization—is much older than we have hitherto thought.

"Sir John Marshall has discovered in the upland countries between Mesopotamia and India a trail of objects which link the civilization of Babylonia to that of the Indus Valley."

LET us glance at the circumstances which led up to the discovery. On the western bank of the Indus, and 200 miles from the mouths of the river, a series of mounds rise above the level of the plain. On the highest stood the ruins of a Buddhist monastery. Sir Arthur goes on:

"In the winter of 1921–22 an officer of the Indian Archeological Survey, R. D. Banerji, determined to explore the monastery in order to find out the date of its occupation.

"When Mr. Banerji began to dig under the foundations, he met with the surprize of his life. Under the monastery he met with solidly built brick structures. As his laborers searched they threw up certain very ancient objects, among them seals which Mr. Banerji recognized as being similar to those which occur in the oldest cities of Mesopotamia.

"By 1925 soundings had proved that at Mohenjo-daro there were buried a succession of very ancient cities. Altogether the mounds extend over 240 acres; by the end of the second winter's work thirteen acres of buildings had been exposed.

"In the course of excavation tens of thousands of objects have been collected—seals, vessels and utensils, jewelry, toilet outfits, household goods, weapons, tools, pottery (plain and painted), figurines of man and beast, statuary, faienceware, stone vessels, and copper tablets."

How have the foundations of this ancient city become buried thirty feet below the present level of the plain? asks Sir Arthur. He explains:

"In the early summer the snows melt on the Himalayas, and by June the Indus begins to overflow its banks, depositing its burden of mud as it flows. The surface of the plain continues to rise six to nine inches per century, so that foundations, streets and roads tend to become submerged in the course of time.

"In Mohenjo-daro, buildings decayed or became out of date. When this happened new buildings were raised upon the foundations of the old. And as the older buildings became submerged,

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articles which had been hidden or had become lost also became buried, and from such we can learn much of the manner in which men and women lived on the banks of the Indus 5,000 years ago.

"The city covered 240 acres, perhaps much more. Its population may have been 50,000. And when we have meditated on the matter, we shall be convinced that civilization on the banks of the Indus some 5,000 years ago was much of the same kind as that which now exists on the banks of the Mississippi."

An Arctic Hunt for Chemicals

RUSSIA IN ITS QUEST FOR CHEMICALS has invaded the Arctic.

An apatite plant, scheduled to produce this year more than a million tons of concentrates, used chiefly for fertilizer, was recently opened in the Khibiny Mountains, according to Basile W. Delgass, former vice-president of the Amtorg Trading Company. He says in reporting Soviet scientific explorations for *Industrial and Engineering Chemistry*, journal of the American Chemical Society, that the factory is beyond the Arctic Circle, eighty miles north of the White Sea, and approximately 100 miles inland from the Arctic Ocean. He goes on:

"Huge stones, remnants of the glacial periods, block the entrances to the valleys. The peaks are covered by perpetual snows, and dreary tundra lies for hundreds of miles around.

"The cost of the plant is 5,000,000 gold rubles [about $2,500,000] and it has a scheduled production of 1,100,000 tons in 1931, 2,000,000 tons in 1932, and 3,000,000 tons in 1933. Part of the apatite produced is exported to Europe, and it is rumored that negotiations are being conducted with a view to exporting apatite concentrates to the United States.

"An appropriation of 60,000,000 gold rubles has been recently voted by the Council of Peoples' Commissars to increase the existing plant and to construct other plants in this region."

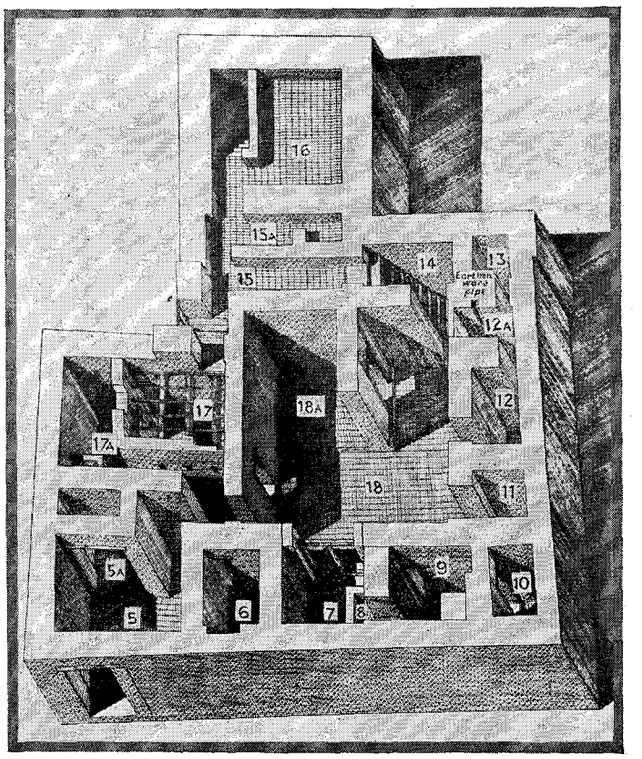
Russian engineers designed the new project, but American specialists were also consulted.

The problem of production of superphosphates in Russia is far from being solved, we are told. In spite of all the technical help received by the Russians from Germany and extensive study of the process in the United States, superphosphate plants in Russia do not work satisfactorily.

Difficulties which the Russians are encountering in the operation of some of their chemical factories were revealed in the recent trial of several engineers in that country, Mr. Delgass observes. "Of course no trials can help," he adds, "when there is a lack of knowledge, and where untrained men are appointed as managers of chemical plants."

Where the Buried City Stood

The map shows the location of Mohenjo-daro and the relationship between the civilizations of Mesopotamia and Sind.



Illustrations by courtesy of the New York *Times*

A Mohenjo-daro Citizen's Dwelling

Reconstruction of the ground floor.

Who Owns Your X-Ray Picture?

WHEN YOU HAVE YOUR PHOTOGRAPH taken, you own the picture. When you have been X-rayed, however, the result may be owned by the photographer, even tho you pay for it.

So it has been decided by one court, at least, we read in *The Journal of the American Medical Association* (Chicago).

The idea seems to be that the hospital staff are the only ones who know what the X-ray pictures mean, and that what the patients pay for is not the pictures themselves but the knowledge and experience that makes their interpretation possible. Says *The Journal:*

"The question whether the roentgenograms of a hospital patient belong to the patient or to the hospital was answered by a court for the first time, so far as is known, in Hurley Hospital vs. Gage, decided on appeal, April 21, by the circuit court for the county of Genesee, Michigan.

"The patient had been roentgenographed in the roentgenographic department of the Hurley Hospital at Flint. The usual charge for the service was included in the patient's bill. He made a payment on account, but refused to pay the charge for roentgenographic service unless the roentgenograms were delivered to him.

"The hospital refused to deliver them and sued the patient for the balance due. In the justice's court where the suit was instituted, judgment was given against the hospital. The hospital, however, because of the principle involved, appealed to the circuit court of Genesee County.

"At the hearing on the appeal, no one appeared on behalf of the patient, and the case was heard and judgment rendered without the submission of evidence or argument by him.

"In giving judgment, the court pointed out that the hospital sold and patients paid for, not the material that went into roentgenograms, but knowledge and experience. The protection of the hospital might depend largely on the proper preservation of the roentgenograms and, said the court, the films should remain with the hospital.

"Judgment was given against the patient for the balance due on his bill, covering the amount charged by the hospital for the roentgenograms."

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The Cigar-Store Indian in a Museum

THE CUSTODIAN SPOKE SADLY. Visitors were infrequent.

His little museum in Edinburgh displayed all sorts of odds and ends which, having outlived their use, could only be described as curiosities.

The custodian showed them proudly, but as his visitor turned to go, he said deprecatingly:

"It's no this sort of thing we seek to-day. It's 'anteeequities' we want."

The lure of the antique left him cold.

But if the fond custodian could visit the Newark museum, he would find his day has returned, and the scorned "antiquities," which we have tried to spell above in his pronunciation, are replaced by hitherto neglected curiosities.

Over in Newark you may see cigar-store Indians, decoy ducks, toys, metal signs, weather-vanes, and ships' figureheads.

The figureheads are fewest of all, and the most prized, for they carry a romance beyond the scope of the others confined to local or purely domestic uses.

Holger Cahill, the Newark custodian, "achieves a first-rate feat of showmanship in his exhibition of American folk sculpture," says Henry McBride in the New York *Sun*.

From all parts of the country he has brought together his specimens of sculptural art, heretofore but dimly known even by experts.

Mr. McBride's enthusiasm mounts as he goes on:

"Folk-sculpture corresponds to folk-painting, and was produced in the same way, by untrained people who made slight, if any pretensions to being artists.

"'Anybody,' in the old days, did these carvings.

"If the expert maker of decoy ducks, for instance, could not be obtained, then the village carpenter was obliged to do the job. He didn't know anything about art, perhaps, but he knew about ducks, and he wholeheartedly did his best; and his best, after all these years, now seems astonishingly good.

"In the same way, these wooden cigar-store Indians, ship figureheads, toys, portraits, metal signs, and weather-vanes were produced. Antiquarians, for generations, have regarded these things as curiosities, and have collected them with amusement.

"A great deal of collecting had to be done, of course, before the prize specimens began to shine out, and these that are now shown are prize specimens. It is not enough that a carving should be merely funny. There is more to it than that.

"It is that certain of these primitive workmen unconsciously embalmed permanent human traits and ideals in their work, and it is that that makes them valuable.

"We have all grown excessively tired of the artists who have been trained so rigidly in their professions that they give forth nothing of their individual experiences with life and repeat mechanically their hollow instruction. These folk-sculptors were individualists, or they were nothing, and their direct work now has a spice that is captivating."

Once Sailed the Seas

Andrew Jackson as a figurehead to the U. S. frigate "Constitution."

SPEAKING further of Mr. Cahill's "showmanship," Mr. McBride remarks that it is truly astonishing to see what good taste can do for these novel exhibits:

"A formal horse, in cast-iron, which Eli Nadelman, the sculptor, declares is the most beautiful thing he ever saw in his life, must have indicated but a small part of its beauty when originally used as a weather-vane, but now, by simply being posed on a wooden block, publishes its quality to everybody.

"So it is all through the show. Nothing in the diverse collection conflicts with anything else, and all of it seems significant.

"A particularly clever touch is the placing of the great figurehead of Andrew Jackson, from the United States frigate *Constitution*, in the very first alcove so that the visitor is started off impressively.

"I went to the show, as it happened, with a group of artists that included Robert Laurent, Wood Gaylor, William and Mrs. Zorach, and Edith Halpert.

"All of them have been enthusiasts for American primitive art for a long time, and each had lent something to the exhibition, and must have been more or less prepared for what they were to see, but as we rounded the corner into the first alcove and were confronted with the enormous 'Andrew Jackson,' all of us were struck dumb with admiration.

"It seemed incredible to us that so imposing a carving should have had to wait so long for serious consideration as a work of art. It is a little halting, here and there, in drawing. The feet are awkward and the figure is pinched in about the waist in a way that makes you smile, but there is no denying the forthright intensity of the portrayal.

"In that respect it rivals the painting of Gezanne. This carving, it seems, has figured in history. It was first placed on the *Constitution* in May, 1834, but on a July night of that same year, while the ship was moored in the Charlestown Navy Yard, the head of the figure was sawed off and was not restored until twenty-seven years later. It now belongs to William B. Leeds.

"Most of the pieces in the present exhibition are by anonymous artizans, but doubtless connoisseurship will bestir itself to identify many of them now that it becomes evident how closely they are connected with the true story of American art.

"One name that already stands out is that of Schimmel, a Pennsylvania Dutchman, who fought and was wounded in the battle of Gettysburg, and afterward traveled through the State making small carvings in exchange for his board. The vigor of his style is notable, and visitors to the show will easily recognize the 'Schimmels.'"

UNDOUBTEDLY the country holds other specimens that have escaped the eyes of Mr. Cahill, and this exhibition will serve the turn of emphasizing their interest and value, and so lead to their preservation. The Museum *Bulletin* states:

"These sculptures were made by anonymous craftsmen and amateurs, carvers, carpenters, cabinetmakers, shipwrights, blacksmiths, stone-cutters, metal-workers, sailors, farmers, and laborers.

"In selecting the exhibit, the Museum has strest the esthetic quality rather than technical proficiency. It has sought objects which are genuinely folk art, that is, an expression of the common people and not of a small cultured class. The Museum believes that the sculpture in this exhibition has significance as an expression of the art spirit of the American people and as a demonstration of the fact that sculptural talent has never been lacking in America, even when opportunities for the study of technique have been limited.

"The exhibit will continue through January."

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What Ails the Metropolitan?

"OPERATIC PRODUCTION AND PRESENTATION have remained static for at least half a century, while every other art has registered, and continues to register, an immense advance."

This is declared by the London *Daily Express* as the reason why there is "a general failure all over the world to attract young people."

We share our sins in large company.

The dictum of *The Daily Express* accompanies its correspondent's report of the opening night of the Metropolitan Opera, that turned out, to her eyes, to be "drab and dowdy, and noticeably lacking in the débutantes, for whom it used to serve as a coming-out affair."

Here are some further observations of the correspondent, Margaret Lane:

"The dowagers had all brought their opera-glasses. Secretly they surveyed each other across the darkened house. They were drest in somber velvets, and their bosoms were full of dignity. Each box had its complement of colorless daughters. A few frail old men lurked in the crannies.

"They swept round the parterre in the intervals, bowing and lorgnetting. I saw not one pretty face, not one desirable gown. I suppose I should record that I encountered two tiaras, on heads that would have done better without.

"This, you may imagine, was disappointing to a stranger, brought up to believe in the beauty of American women, and seeing it every day behind counters and in choruses, and in the humbler scurry of New York. It was sad to realize that even America, grand tradition-free country as she should be, is unable to resist the snobbery of dowdiness.

"The solution, of course, was found before the night was out. Found later at the casino and the more ruinous 'speak-easies' near the Park.

"The young, the pretty, and the brilliant just do not go to the opera any more. They accept it as the opening of the season, and observe it in other ways.

"They take their lovely faces and their enviable clothes not to the shabby Opera House, where the walls peel with posters and music is old and sweet, but to those up-stairs places with black mirrors and white liquor, where drooping Negroes play rhythms with thimbles on their fingers."

When Jenny Lind Was the Rage

She even appeared as a cigar-store figure, now in the Newark Museum.

IF we are reported thus abroad, what is the feeling at home?

In *Town and Country*, the New York society publication, Mr. H. J. Whigham asks, "Why is the opera no longer a great social function? Why has the horseshoe lost its glitter?"

The trouble is laid to the management:

"Grand Opera is primarily a big show, and neither Mr. Kahn nor any other leader in Wall Street can compete successfully in the show business.

"An active banker has no more right to be running an opera company than Mr. Gilbert Miller has to be managing the First National Bank. Perhaps our trouble in the last few years has been that too many showmen have been posing as bankers, and too many bankers have tried to be showmen.

"What stockholders outside of the Metropolitan would dream of selecting a president who had no experience of the business? Unless he had a first-rate manager beneath him, which Mr. Gatti is not. Maurice Grau and Conried were real showmen. They kept the tiaras in the horseshoe.

"Then came the greatest showman of all, Arturo Toscanini. When he left, the glory of the Metropolitan departed.

"If Mr. Kahn was responsible for bringing Toscanini to the Metropolitan, he justified his claim to run an opera company at that time, but he has never justified it since.

"The Metropolitan was brilliant in those days. It was the operatic Mekka. Now, if you want to indulge a taste in opera, you have to go to Milan or Baireuth or Moscow, or even to Philadelphia.

"Why is it that 'Tannhäuser' is an interesting human opera when Toscanini does it at Baireuth and dull as dishwater in New York? Why does Melchior come near being a fine *Tristan* at Baireuth, when he has never come near it in New York?

"It is simply because Toscanini knows how to produce opera. He is a born showman. He knows how to make people act, and how to make them sing. Maria Mueller has never sung in New York as she sang for Toscanini at Baireuth. He knows how to make the oldest, most threadbare opera sound like a new one. He inspires every one around him and makes opera exciting. And if opera isn't exciting, it isn't anything."

MR. KAHN'S alibi is not allowed by this writer:

"Mr. Kahn falls back on the old lament that we have no singers like the old singers.

"It was easy for Grau or Conried, who had that great galaxy of artists led by Melba, Nordica, Eames, Sembrich, Plancon and, above all, the brothers de Reszke. Such a constellation appears but once in a lifetime.

"But that plea will not really hold water. It is like the wail of the poor bridge player who complains about his cards. We have plenty of good singers to-day. Our trouble is that we do not know how to use them. We either make them sing in dull operas or we miscast them in the good operas.

"No more than Mr. Kahn is Mr. Gatti-Casazza a good showman. He is probably a good financial manager. He stops the deficits. But obviously he does not know a good show from a bad one. 'Schwanda' made a hit in Europe four years ago. We are glad to hear it now. But why give so many impossible novelties in the meantime? Why 'The Fair at Sorochintzy'? Why 'Le Preziose Ridicole'? To name only two of the many dull affairs that have taken up a lot of time and money in the last four years. I suppose the answer is that the subscribers demand that the great operatic institution of America should give the novelties a hearing. Has any one ever heard the subscribers demanding the right to hear either of the operas just named?"

TO prove his point Mr. Whigham cites the opening night, with "Traviata" in the bill:

"An always popular opera when given with style and distinction. At the moment there is only one Metropolitan singer who has the style and distinction for the leading part, and that is Lucrezia Bori. It is a question of singing, a question of acting, but above all a question of style.

"Miss Ponselle is chosen for the part. She has an excellent voice and a magnificent stage presence for, let us say, *Norma*. In 'Traviata' she is plainly miscast. Result, a typically banal performance instead of a triumphant one.

"Voices, granted a certain quality, are made better or worse according to the way in which they are used. Toscanini will not tolerate bad singing or bad acting.

"He never would have allowed Jeritza to abuse her great talents as she has so often abused them at the Metropolitan. Altho he is associated now in our minds mainly with instrumental music, there is no conductor who knows more about the stage or has done so much for the voice.

"We think of him now as supreme in the concert hall. But

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for some curious reason he lacks in concert the marvelous quality of showmanship which he has always displayed in the theater. He is not a good program maker, and therefore is capable of giving a dull concert. He never made an operatic performance anything but exciting.

"You can get society to go anywhere so long as you make things exciting. It has become fashionable to go to Carnegie Hall because Toscanini and Stokowski have put up a good show there.

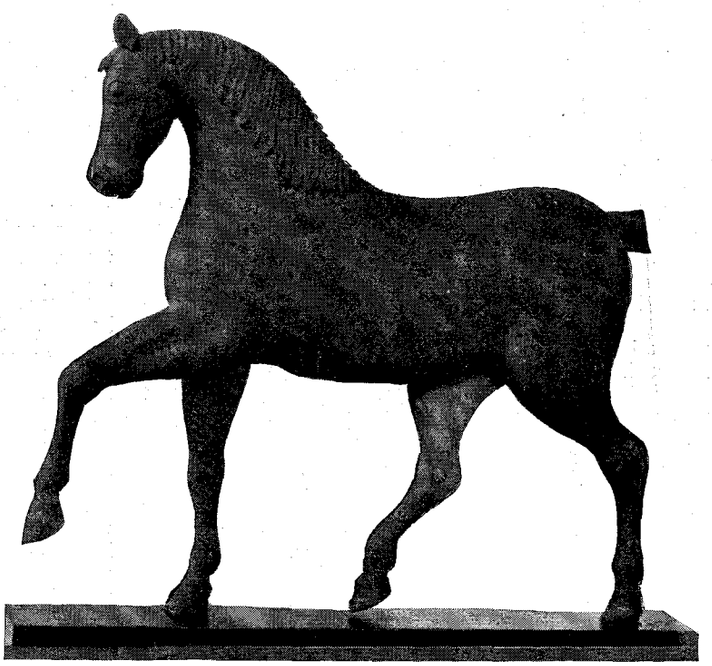
"Society probably could not distinguish one from the other if they conducted behind a curtain. But that doesn't matter. Those who can distinguish get the benefit of society's support. One can not see much future for the opera without the stimulus which a Toscanini can give it."

THAT the Metropolitan is on the grid is further evidenced by a recent letter to the New York *Herald Tribune* signed by J. L. Rogers:

"The announcement of Roxy (S. L. Rothafel), as reported in the columns of your paper, to the effect that the new Radio City will surely give opera, irrespective of whether the Metropolitan will move into Radio City or not, can not fail to arouse great hopes among lovers of opera in this city.

"If Roxy could only induce Leopold Stokowski to organize an entirely new company and to accept the duties of the management, the writer firmly believes that the Metropolitan would quickly make up its collective mind and join. If it didn't, it soon would become apparent that it could not go on independently.

"The Metropolitan has had in bygone days great leaders like Anton Seidl, Felix Mottl, Franz Schalk, and, in more recent years, Mahler and Toscanini. That was the Metropolitan!



Praised by a Famous Sculptor

A cast-iron horse once used as a weather-vane, now an admired museum piece.

"Now turn to another picture. This is the Metropolitan! Mr. Gatti has in twenty-three years staged nearly two hundred operas (some of them have been repeatedly staged), and he has spent large sums of money for scenery and costumes on such gems as 'Notte di Zoraima,' 'L'Oracolo,' 'Iris,' 'Lodeletta,' and 'La Reine Fiametta.'

"He has stedfastly closed the doors of the Metropolitan to Händel and Berlioz and Strauss's 'Elektra,' and he has been more than niggardly toward Mozart.

"He has been unable to secure either the best singers or the best conductors—now available at bargain prices—when the casts, particularly of German opera, are badly in need of rejuvenation."

The Cover

THE colorful study of a tropical garden shown on the cover gives us the recreation ground of the present Governor of Porto Rico, Theodore Roosevelt.

The residence is called "La Forlateza," because the building was first erected as a fort in 1533, and later evolved into the royal palace of the Spanish Governors.

The artist, Edith J. Roddy, spent six winters painting in Porto Rico, and held several exhibitions there.

Miss Roddy began her art studies at the Boston Museum of Fine Arts, and continued, after receiving her diploma, in points abroad and at home, one master being the late Charles W. Hawthorne. She is a member of art clubs in New York, Syracuse, and Provincetown.

The Hollywood "Alice"

THE ENGLISH ARE JEALOUS of their "Alice." Hollywood has sent them a film of "Alice in Wonderland."

How could they be satisfied with a Hollywood filming of the most uniquely English brand of humor ever created?

No other book of the kind of "Alice in Wonderland" has been produced in any European country.

Some of the greatest Alice collections—manuscripts, first editions, all sorts of Lewis Carroll memorabilia—are here in America; but could we be expected to realize in a film the great product of wit and fancy either in speech or atmosphere?

Our failure looms large in the eyes of the cinema critic, R. H., of the Manchester *Guardian:*

"Tho the costumes followed the Tenniel drawings, *Alice's* wig deceived nobody, and *White Rabbit* and *Cheshire Cat* had all the marks of stage animals.

"'Wonderland' itself was unreal without being fantastic; it was a literal production of the story, filmed straightforwardly with occasional 'funny' business thrown in, and very little of the original wit making its point, because no one in it approached it with the logic of fantasy.

"None of the cinema's box of magic was used for this most magical of stories, none of the characters seemed to belong to any world but that of the theatrical costumier, and, final blow, they all spoke with American accents.

"It is inevitable that 'Alice in Wonderland' should tempt film producers, but to film it with a *Mock Turtle* who talks of a 'toitoise' creates the same effect as if *Uncle Remus* were filmed in Lancashire dialect.

"This version, in short, is what one might expect, and never for one minute what one hoped for. The stage, with its wigs and masks and artificial rose trees, did all it could with the means it had to interpret *Alice;* the cinema, with much greater means waiting to be used on theories like this, has here faithfully copied the stage.

"We need a version by men like Brugiere, who can create for us a world definitely 'through the looking-glass,' a world only a little to one side of the one we ordinarily know.

"If we must have literal production, then Marie Dressler is the only *Duchess,* and the *Mad Hatter* must be Veidt. This picture is directed by 'Bud' Pollard, and has a theme song by Irving Berlin, which begs us to—

Come along with Alice
Into Wonderland;
See the lovely palace
Where they're all so grand.

"And nothing more out of keeping with Carroll could be imagined—save, perhaps, an American actress trying to speak the lines as if they were natural to her."

BUT, and here is the final stroke:

"The children enjoyed it, as they will an amateur pantomime, but that is no reason why they should not be allowed to enjoy still more the real Wonderland, which stories such as this could bring out of the film camera. Magic lurks in all the apparatus of the cinema. It is a pity that one of the few chances to release it should be missed."

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The Fight Over the Proposed Department of Education

ANOTHER FAGOT HAS BEEN THROWN into the fires of secular and religious controversy.

It comes in the proposal to establish a Federal Department of Education.

In fact, the fagot has already begun to burn and to throw off a shower of sparks.

More bureaucracy and another political plum, cry the critics.

No, say its supporters. The new department would extend the opportunity for schooling to the people of the remote highlands, Negroes and Indians, now dependent for their education on missions.

It would also reduce Federal encroachment and interference, they aver, by uniting under one head all the Federal agencies now working at cross purposes.

The proposal is made by the National Advisory Committee of Education, appointed two years ago to chart an education policy for the Federal Government. The Department suggested would be headed by a Secretary of Education, who would sit, it is generally inferred, in the President's Cabinet.

This recommendation is made in the face of the fact that the great body of the report defends the strict maintenance of local and State control of education as opposed to Federal encroachment, and declares against any grants to which Federal strings are attached. That is, grants should be for education in general and should not be administered by the Federal Government.

Underwood photograph

Leading the Crusade

In Congress for a Federal Department of Education. Representative Daniel A. Reed (Rep.) of New York.

A sharp attack on the proposal is made by two representatives of Roman Catholic education, who were members of the committee—the Right Rev. Edward A. Pace, vice-rector of the Catholic University of America, and the Rev. George Johnson, secretary of the Catholic Educational Association. They assert emphatically that such a department is "unnecessary," that it is a "centralizing menace," and is contradictory of the fundamental principles on which the report of the committee is based. They suggest as an alternative that the present Office of Education in the Interior Department be further developed for increased usefulness.

NEGRO members of the committee—John W. Davis, president of the West Virginia Collegiate Institute; Mordecai W. Johnson, president of Howard University, and R. R. Moton, president of Tuskegee Institute, take issue with a part of the committee's recommendations by urging that the Federal Government, for a time at least, make special grants for Negro education.

But Representative Daniel A. Reed, Republican of New York, Chairman of the House Committee on Education, is reported to have announced that he will press a bill to create a Department of Education on his own initiative. The recommendation, he is quoted as saying, is "highly gratifying to the friends of education," and he adds that the report will prove to be "a historic document."

Indeed, the New York *American* says, in speaking of it, "President Hoover has on his desk the most important recommendation which he has received since he entered the White House." If he will now make the recommendation his own, and raise up a leadership worthy of the cause, there will be ample time for the new Congress, continues *The American*, "to make the establishment of a Federal Department of Education the outstanding legislation of 1932—the year in which the American people will observe the two-hundredth anniversary of Washington's birth."

But much opposition will have to be stamped out or overridden before that event.

The National Advisory Committee on Education was organized in May, 1929, by Secretary of the Interior Ray Lyman Wilbur, acting for President Hoover. C. R. Mann, director of the American Council on Education, was named chairman, and Henry Suzzallo, former president of the University of Washington at Seattle and now president of the Carnegie Foundation for the Advancement of Teaching, was made director of studies. Under a grant of $100,000 from the Julius Rosenwald Fund, a large technical and advisory staff was gathered. More than 100 documents were distributed to the committee members. Their final report is in two parts, embracing altogether 586 pages of statistics and findings.

HERE we have in strange contradiction a plea against centralization and a plea for a Federal Department of Education.

The main report places its greatest emphasis on the need of conserving local home rule and local responsibility in educational work, and deprecates recent tendencies toward centralization in Washington of powers over the purposes and places of education.

Attacking "remote control," the report insists upon the preservation of the authority of the communities over the education of their children.

"The inevitable result of centralized interference," the committee states, "is the weakening of that intimate popular responsibility which has made American education unique because of its final responsiveness to the sensed needs of a democratic people with all of their differing aspirations and local conditions."

To guard against centralization, the committee advocates abandonment of Federal appropriations to the State for special forms of education of interest to special groups of people, and of the practise of requiring that Federal appropriations be matched by the States. Approval is given to a continuance of Federal grants to the States provided each State is left free to use the money as State authorities consider to be for the best interests of the people of the State, and without direction from Washington.

TURNING now to that part of the report recommending the establishment of a Department of Education, the nucleus of which would be the present Office of Education in the Department of the Interior, the committee says the proposed department would be without "regulatory or executive responsibilities," and would have no "authority to withhold Federal funds to secure compliance with Federal acts." The Secretary would be expected to "contribute constructively to development of the leadership which American education needs for its coordination and intelligent advance."

"Without an educational officer of equal status with the heads of all other departments concerned," the committee states, "it would be impossible to secure that voluntary cooperation from all departments needed to integrate the educational

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resources of the Government." It would be his duty to direct educational research and an educational information service, much as the Chief of the Office of Education now does, and existing governmental activities having these services as their objective would be concentrated under him.

It is argued that "the lack of such an official spokesman for education, competent and influentially situated in the Government, has been one of the conditions, and a major condition, which has permitted us to drift into our present dilemma where a nation, by tradition and experience opposed to the Federalized administration of education, has in fact developed a pluralized Federal control of education in the States through various Federal agencies, which are not even coordinated in their efforts."

FORTY-THREE members of the committee voted for the report embodying the new proposals. Eight members, including the representatives of Catholic education and of Negro education, voted against it.

The essence of the two Roman Catholic members' opposition is that "a Federal department, headed by a secretary in the President's Cabinet, is of its very nature an administrative institution, and nothing that could be written into any act setting up such a department would prevent it from taking on administrative and directive functions in the course of time, even tho it would not be endowed with them in the beginning." It is further argued that the proposed department would be political in its nature and "amenable to the wishes of the political party in power."

This criticism is upheld by President Nicholas Murray Butler of Columbia University, who is quoted by R. L. Duffus in the New York *Times* as saying that "the well-known characteristics of bureaucracy give no little ground for the fears exprest in a minority report signed by Drs. Pace and Johnson of the commission. Once establish a new department," says Dr. Butler, "and its every energy will be exerted, directly or indirectly, to magnifying its own importance, to bringing an increasing series of appropriations under its own control, and to exercising authority in all sorts and kinds of unsuspected ways."

"To grasp the truth of this conclusion," says *America*, New York Roman Catholic weekly, "it is not necessary to know Washington. All that is needed is an elementary knowledge of human nature." With biting emphasis, *America* says the report "is a tribute to the stupid philosophy of facing both ways to please the unintelligent. . . . Should a politician be discovered, willing to preside, shorn of all power, over a Federal Department which has no authority not shared by the Senate barber, his place is not in the President's Cabinet, but in a glass case in the Smithsonian. Rarities so extraordinarily rare should not be exposed to the buffeting of Cabinet debates."

On the other hand, the report is strongly advocated by the Board of Home Missions and Church Extension of the Methodist Episcopal Church, which believes that the establishment of a Federal Department of Education would "foster the extension of education to many groups of people now dependent upon private missions' funds for school opportunities, and to millions not now equitably provided with educational facilities." The Board's resolution, copies of which were ordered forwarded to President Hoover and to both Houses of Congress, declares:

"The Board of Home Missions and Church Extension of the Methodist Episcopal Church hails the recommendation of the National Advisory Committee on Education as the promise of reducing the evils of illiteracy, and as providing more effective and adequate school facilities for the great company of Negro youth in the South, the Indians, the highland Americans, and the other groups now ministered to the extent of the available missionary funds."

International photograph

Let the Schools Alone

Urges the Right Rev. Edward A. Pace, Roman Catholic educator, who says a Federal Department of Education would be a "centralizing menace."

BUT there is strong secular opinion in agreement with the Catholic view-point that the proposed Department of Education would soon develop into a bureaucracy—a stronghold of power and authority. Congressional sentiment exprest thus far, writes W. W. Jermane, correspondent of the Seattle *Times*, "means that a bill embodying the report has no chance to become a law."

Indeed, Mr. Jermane says that the Advisory Committee "has had the most unfriendly press that has been observed since the opening of the campaign to create a Department of Education with Cabinet rank more than ten years ago, when the Klu Klux Klan was at the height of its political power. . . . A great many members of House and Senate are blowing cold on the suggestion." Mr. Jermane lists Lutherans, too, in opposition to the report.

Where Two Faiths Worship

AIR-PASSENGERS FLYING OVER the Alleghanies from New York to Pittsburgh are sometimes puzzled by an oddly shaped structure resembling an Oriental tomb they can see lying in the fastness of the mountains just northeast of Ligonier.

It is, in fact, a reproduction of a famous ancient tomb built as a memorial by one of the Mellon family, at which Protestants and Roman Catholics among the mountain folk may worship at separate hours.

The story of this scarcely known "Little Church in the Wilderness" is told by *The Pennsylvania Motorist*, and is summarized by the Associated Press.

It runs:

"More than a half-century ago, James Ross Mellon, the brother of the present Secretary of the Treasury, and Rachel Huey Larimer, daughter of Gen. William Larimer, prominent in Pittsburgh history, visited the Holy Land on their honeymoon, and there had pointed out to them the tomb of Rachel on the road from Jerusalem to Bethlehem.

"Twenty-five years later Mr. Mellon purchased 4,000 acres of mountain land near Ligonier and built on it Rachelwood, an imposing country residence, named for his wife.

"On the death of his wife, Mr. Mellon commissioned a friend to visit the Holy Land and obtain the measurements and architectural details of Rachel's tomb.

"An architect and construction engineers, on orders from Mr. Mellon, built the 'Little Church in the Wilderness' after the original tomb of Rachel, and it was dedicated as a memorial to Mrs. Mellon and as a place of worship for the farm people and mountain residents in the territory lying between Ligonier and Blairsville.

"Since its dedication, in 1925, the Little Church has had two services a day.

"In the morning a visiting priest says mass for the Catholic residents of the valley, and in the afternoon a Protestant minister preaches a non-sectarian sermon.

"No offering is taken, Mr. Mellon paying for maintenance of the church.

"It is one of the few edifices in the world where both Catholic and Protestant services are held."

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Burning Churches to Help Religion

SET A TORCH TO SCORES of church buildings. It would help religion tremendously.

The burning suggestion comes from Dr. Elbert M. Conover, director of the Methodist Bureau of Architecture, and was presented at the recent annual meeting in New York of the Board of Home Missions and Church Extension of the Methodist Episcopal Church.

Dr. Conover believes that many churches being erected now are obsolete on the day of dedication, because "they are not planned to fit the needs of the modern religious educational program, and are being fashioned more after a theater or public auditorium than a sanctuary for worship."

So backward have American church-builders been, he charges, as the New York *Herald Tribune* quotes him, that the Protestant structures are not even 5 per cent. efficient. Too great dependence on the preaching program "has resulted in a sad impotency in many areas of Protestant church life."

Dr. Conover, who has been criticized by right-wing evangelicals for introducing such fixtures as altars, reredoses, crosses, and stained glass into "chancels," and who has abolished gilded pipe-organs from all new churches, urges that churches be designed as sanctuaries for reflection and meditation for the realization "of the voice of God, and not only of the voice of man."

American Protestantism has so utterly abandoned the fundamental principles of good religious art, he believes, "that few church officials to-day would be able to determine whether a set of blue-prints proposed for a church building should be approved or rejected." However, he thinks that "more pleasing and significant progress has been made in American architecture in the last ten years than in all former American history."

A Bonfire of Churches
Would help religion and good religious art, says Dr. Elbert M. Conover, because so many churches are obsolete on the day of dedication.

DR. CONOVER, agrees the Nashville *Tennessean*, has pointed out a wide-spread serious defect in our modern church architecture. "In their effort to obtain efficiency, the churches in many cases have defeated their own ends, for in attempting to introduce features of a 'practical' nature they sometimes lose sight of the church's value as a quiet, solemn retreat where one may drop in for a prayer or contemplation, and feel he is actually in the presence of God."

But, referring to Dr. Conover's suggestion as iconoclastic, the Newark *Evening News* says it need not be alarming. On their side, we are told—

"Protestant churches in which the sermon is the big feature of religious service can reply that a well-designed auditorium, with good acoustics, is their principal need.

"Those who have a different religious idea, preferring ritual and meditation, can go along with Dr. Conover with his liking for altars, crosses, reredoses, and chancels, and gilded pipe-organs abolished.

"Both are perfectly good religious ideas, appealing to different temperaments. In religion, as in other matters, there is no reason why we should all be cast in the same mold.

"The Church may be open to criticism for not making better use of its great architectural, musical, and other traditions. It produced something finely artistic in the past, and is better equipped than any other institution to keep artistic impulses flowing.

"Creative art seems to run in periods, and perhaps the time will come again when the Church will make more great contributions."

Pilsudski, God, and the Tailor

WHEN THE MAIL CAME IN from Volhynia, the clerks in the Warsaw post-office sorted it with their usual care.

One letter—there was no mistaking it—was addrest: "To Almighty God."

The writer, says the *Hamburger Fremdenblatt* (assuming responsibility for this remarkable bit of news from Poland), was a certain Vladislas Kaczynsky, of Adamuka in the voivoide of Volhynia.

The letter was fully prepaid, "indicating that the writer thought Almighty God was to be found in Poland, because the stamps on it were for domestic delivery."

When the Postmaster of Warsaw looked at the epistle, he passed it along to the Postmaster-General, who in turn sent it to the member of the Cabinet who was responsible for exceptional cases of this kind.

While the Cabinet Minister was puzzling over the episode, he was summoned into the presence of Marshal Pilsudski.

A bright idea flashed across the ministerial mind.

He took the mysterious communication with him and laid it upon the Marshal's desk.

Pilsudski, we read, lifted the communication high enough to read the address.

The Marshal immediately opened the letter and read:

"DEAR GOD:

"The undersigned, V. Kaczynsky, tailor by trade, is, as Thou knowest, terribly in debt.

"It is all owing to the frightful weight of taxes imposed upon me.

"As I can't pay them, my little property has been levied upon.

"Thus, beloved Lord, I am in dire distress, and I implore Thy pity because I have no other refuge but Thee from the hunger otherwise coming upon me and my family.

"Send me at once a thousand zloty ($112).

"This sum of money will at once bring joy back to my home."

This communication was duly signed in full by the tailor. It was plain that he was in deadly earnest.

Marshal Pilsudski read it from beginning to end, and then smiled benevolently.

With a soldier's promptness, he summoned his secretary and dictated a reply.

The reply was duly sent to Kaczynsky upon a sheet of paper officially headed: Castle Belvedere.

This missive was worded:

"MR. V. KACZYNSKY:

"I have received your note.

"Enclosed you will find an order for five hundred zloty.

"I hope you will prove a good and loyal citizen of your native land."

A FEW days later a reply to this communication arrived at Castle Belvedere.

It ran:

"DEAR GOD:

"I thank Thee many times for the compassion and mercy Thou hast shown to a poor tailor.

"I know that Thou art a God of goodness and of love.

"When again Thou sendest me money, don't remit by way of Castle Belvedere, for there they keep half of everything for military expenses."

What the Marshal said on receipt of this letter is not recorded.

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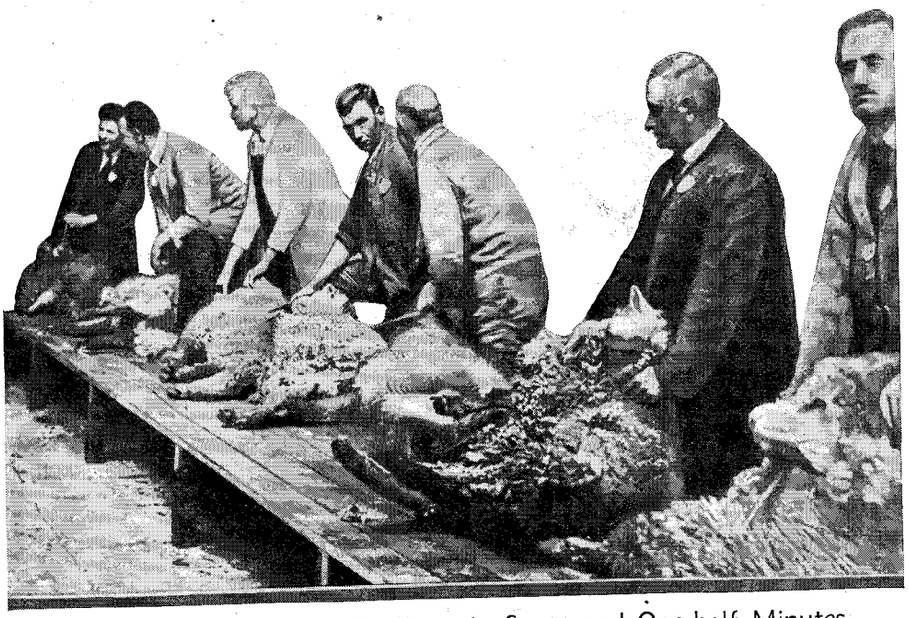
PERSONAL GLIMPSES

Tall Tailoring From Sheep to Man

TWELVE DIRTY GRAY SHEEP stood in a Yorkshire pen, peacefully waiting for whatever might happen—from being turned back to feed to jumping over fences to put insomniacs to sleep.

Suddenly the "anything" happened. The surprized wool-bearers were seized, prodded, hurried, thrown down, and otherwise chivvied with great industry. But the annoyance lasted only a few minutes, and then the sheep stood up again, "naked and unashamed," as a writer in *The American Weekly* tells us, the victims of one of the fastest shearings in history.



Awaiting the Signal to Be Shorn in Seven and One-half Minutes

The wool of which they had been so unceremoniously relieved was within two hours and ten minutes, we are further informed, "sheared, sorted, washed, dried, carded, condensed, spun, woven, shrunk, dyed, cut, tailored, sewed, and prest into a suit of clothes to the measure of J. H. Thomas, Secretary of State for the Dominions."

This, we are assured, beats a previous "sheep-to-garment" world's record of three hours, twenty and a half minutes, made the day before, in the same place.

"The feat was done to advertise the Imperial Wool Industry Fair at Bradford, but it had an even greater significance. It seemed to answer a great national question. England, staggering under the dole, terrific taxation, and a depression that has increased steadily since the war, has been told that she must speed up and modernize her industries to equal those of America if she would ever see prosperity again."

So, just as an experiment, and sparing no expense, the woolen people and the tailors performed these two record-breaking feats of which we read:

The first new record was made by a wool-manufacturing mill of Batley. They collaborated with manufacturing tailors of Leeds. At 8:48 in the morning, five champion sheep-shearers were introduced to ten sheep that had been peacefully waiting in a temporary pen.

A penkeeper shouted "Go!"

The startled sheep found themselves thrown down and shears passing over them with unheard-of speed. In seven and one-half minutes the last of the ten sheep stood naked.

But long before this, the wool was being picked up as it fell, and was thrown in handfuls on a broad table near by. There it was spread out, and clutching hands snatched out of it more than enough to make the suit.

In all about twenty pounds went to the wash-bowls, where a fast and furious washing process removed the oil and dirt that the sheep had been accumulating since the last shearing.

From the wash-bowls one-half of the wool moved only a short distance to be dyed in a special dye vat. This portion was for what is called the weft of the cloth.

The other half, which was to remain undyed, was for the warp. The two, combined on the loom, would turn into a brown herringbone pattern, all wool.

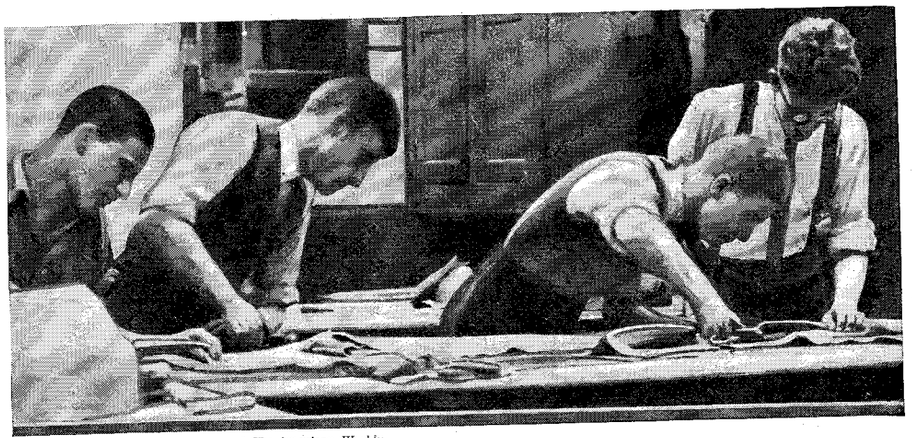
Sorting the wool added four minutes to the seven and a half consumed in shearing, and the washing took longer than either, eight minutes. The drying process added another five minutes. The wool for the warp, not being dyed, got in and out of the carding and condensing process before that of the weft, which added another twenty minutes before it was done.

From the condensing, both warp and weft wool went to the mule-spinners, where both the dyed and the undyed were spun into woolen thread, wound on bobbins. The warp bobbins were taken to the warping-mill to be wound on the beam, and the weft bobbins, with the dyed thread, were carried to the loom where they were joined by the undyed half on the warp beam. This took twenty minutes.

NIMBLE-FINGERED women, who had been waiting nervously, now proceeded to warp it. This consists of tying the threads. How their fingers flew, we may judge as we read the following:

They tied 1,200 threads to the warp beam in twenty-six minutes, and stept back for a smoke. They had done their part. Immediately, Miss Jennie Smith, champion weaver of the mill, set the loom in motion and turned out about six yards of cloth, sixty inches wide, in twenty-four minutes.

Jennie had done her bit, and now reached for a smoke as she



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Just a Lightning Bunch of Cut-ups at the Tailors'

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watched her work pounced upon by others who examined it, scoured it, milled, tentered, shrunk, cropped it, and did various other things to it until, when they were done, it was only about four yards long and fifty-six inches wide.

The various manipulations after the weaving added forty-eight and one-half minutes. The woolen mill's part of the job was now finished, and its employees cheered the precious cloth as it was carried out to a waiting truck, where, under the eye of Lady Campbell, wife of Sir Malcolm, and chief judge or "scrutinizer," it was conveyed to the tailoring concern at Leeds.

That establishment was on its toes, with thirty-eight pairs of skilled hands waiting to finish converting what had so recently been the overcoat of a sheep, into a finished suit of clothes for an important British dignitary.

With hardly a word the work was done, going through twenty-five different processes.

First, the cloth was spread upon the cutting-table, where eight expert cutters, working from patterns, had the cloth cut into sections in just four minutes.

The moment they stopt, hands snatched from all directions, and away went those pieces of cloth to the waiting machinists.

Three girls took the pockets, two took charge of the linings, another dealt with the sleeves, still another with the collar, while another crew attacked the vest and trousers.

The various pieces of cloth were yanked from one process to another, which meant being carried by runners from one machine to another, undergoing stitching, back-stitching, buttonholing, button-sewing, steaming, and pressing.

The cloth arrived at the factory at 11:48 A. M., and was off the cutting-table at 11:52.

All the other work was done within a radius of sixty feet of that table, but a small army of runners was kept busy saving the precious fractions of seconds as the pieces of cloth flew from hand to hand and, finally, fluttered together into three pieces.

At 12:13, the coat was ready for the insertion of the sleeves, which took exactly two minutes to go in, and at 12:17 the buttonholing was under way.

Long before the coat was done, the vest and trousers lay all prest, immaculate and perfect.

At last, after thirty-seven and a half furious minutes, the coat was also complete and, without a wrinkle, joined the vest and trousers.

Deducting the time of transportation from the woolen-mill at Batley to the tailor shop at Leeds, the net working time, from sheep's back to completed garment, was 200½ minutes, or three hours, twenty and a half minutes.

Lady Campbell Delivers Secretary Thomas's New Suit

But a rival woolen house offered to beat that new record. And it was duly beaten, as already mentioned. Thus:

They had the wool off the animals' backs in five minutes, thus beating the previous day's record by two and a half minutes.

The sorting, washing, and so on was done in twenty-six minutes instead of thirty-seven, saving eleven minutes; the bobbing took fourteen minutes instead of twenty, the warping nineteen minutes instead of twenty-six, the weaving fourteen minutes instead of twenty-four, and the other manipulations, which had taken forty-eight and a half minutes, the day before, were cut to twenty-two and a half minutes. All these operations consumed 100½ minutes as against 163 minutes.

The tailoring, which had taken thirty-seven and a half minutes the previous day, was done on the second day in twenty-nine and a half minutes—a saving of eight minutes.

This beat the previous day's record by one hour, ten and a half minutes, or seventy and a half minutes.

Why Belize Couldn't Talk Back

"MIAMI CALLING." "HAVANA CALLING." "Mexico City calling."

And again, and yet again, "Miami calling."

Miami kept on calling every little while all the afternoon, for Miami wanted a weather report from Belize.

Belize was having so much weather that Miami had to wait.

It was during the hurricane that wrecked the capital of British Honduras, with great loss of life, on September 10.

Lewis E. Sherouse, operator of the Pan American Airways radio station in Belize, now tells the story of what he and his aids went through in trying to keep the stricken city in communication with the world, in restoring communication when it was broken, and in broadcasting at dawn the historic flash:

BELIZE DESTROYED BY HURRICANE: TWO HUNDRED DEAD

Mr. Sherouse opens his narrative in *Pan American Airways*, published by the air company's public relations department, with an account of how Belize was celebrating its anniversary of independence from Spain. Storm warnings from out in the Caribbean. A rush for shelter in churches and schools. Radio warnings transmitted. Barometer falling. Wind rising to 100 miles an hour. Rain. Then:

Suddenly, the telephone lines were blown down. The light over my desk went out. Roofs of houses were being torn off.

Communications were being maintained with the emergency power unit, a man stationed beside it to keep the water away from the vital parts. Suddenly, the window and doors of the power-house were torn from their hinges.

Crowds came rushing to the Pan American barracks, the only large house in the district. All our staff went into the streets to help the panic-stricken people to shelter. Five were mothers carrying babes in their arms.

Now the wind died down from 100 miles an hour to nothing.

Every one said the storm was over. But at least two hurricane veterans on the Pan American staff knew what that sudden calm meant. The lull was greeted with all the activity we could muster. Equipment from the ruined power-house was stript from its bolted foundations to get the precious gas-engine and generator-coupler unit into the house.

Field Manager Masson drove at perilous speed through the littered streets, to arouse the chief of police to distribute widespread warnings.

Water began to roll in from the sea at four o'clock. Soon it was waist deep and rushing with terrific force. Eight feet—ten.

The storm broke again.

Scores were drowned. Foundations, weakened by water, permitted buildings to topple over, crushing those within.

The lower floor of our house was filled with water. While others were leading the people up the stairs, I was able to break a hole through the floor, and we pulled ten through to safety.

The Government Station was demolished beyond repair. It was a matter of life and death to get our station in working order.

Toward dawn we managed to get an oil-stove burning to dry out bits of equipment.

Bits of timber and sheet-iron were rigged together to form a roof. A table was placed underneath. The telegraph key was screwed into place. At last the old motor began to chug away.

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Getting Acquainted With Winter Playlands

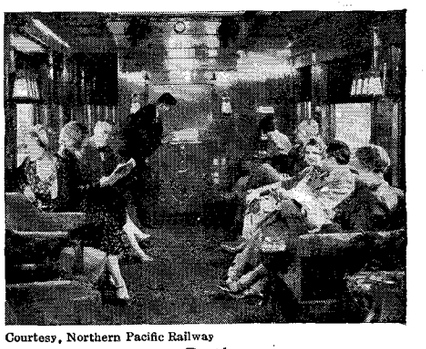
Benedictions of The South—Where Florida dreams come true—the Gulf Coast Riviera—Hot Springs National Park—Wonders of The Southwest—Under the spell of California—Winter in the Northwest—Hawaiian divertisements—Exploring South Sea Islands—The Unusual in New Zealand and Australia—Glimpses of the Orient—What to see in Bermuda and Caribbean Lands—Among Central American Republics and in Mexico—Around South America—Touring Ireland and Great Britain—In The Lands of the Ski—Germany's Winter Appeal—Along the French and Italian Rivieras—Rambles in Central Europe—Seeing colorful Spain—The Mystery of Africa—Winter Olympics.

Courtesy, French Line

Water

Courtesy, United Air Lines

Air



Courtesy, Northern Pacific Railway

Rail

The Vogue of Winter Vacation

WINTER vacation shows a marked increase in popularity, according to reports from resort sections at various points of the compass.

A statement on this point, made for THE LITERARY DIGEST, by H. S. Cumming, Surgeon-General of the Public Health Service appears on this page.

Two driving impulses move the tides of travelers streaming toward change of scene, whether in colder, stimulating climes, or in milder, more leisurely environment.

One is that the average man or woman, who can get away, is convinced that never was there a time when new faces to see, new voices to hear and new topics to talk about were so necessary for the refreshment of body and mind.

The other impelling cause for travel is the considerable decline of the cost of living in tourist resorts.

"If I can live as cheaply down there as I can live here," ruminates the prospective vacationer, "and at the same time tone myself up to top condition physically and mentally by a short vacation—I would be very shortsighted not to take it."

And away he goes!

Benedictions of The South

Countless fluttering wings have carried flocks of migrant birds away from northern winter regions to where life is easier. Instinct has urged them southward.

In the same direction at this time turn the longings of man seeking a kindlier climate, recreation, and the solace of travel. So he, too, sets forth for The South seeking the benediction of its sunshine and warmth.

Along seashore, pine belt, or upland there are captivating playgrounds.

For the Northerner there is much to be said of the Washington gateway, because Washington is not only in itself an absorbing city but also stands at the very portal of The South. Leaving it we cross the Potomac and enter the Old Dominion.

THE CHARM OF VIRGINIA

Immediately at hand are the sacred reminders of sacrifice at Arlington National Cemetery; and a little beyond, Alexandria, with reminders of Washington, and Mount Vernon where he sleeps.

Southward Virginia's history continues. Fredericksburg has its National Military Park and is an approach to the Northern Neck, where we find Wakefield, birthplace of Washington, now forming a new National Monument, while elsewhere were born Monroe, Madison, the Lees.

Chesapeake waters guide us to Fort Monroe at Old Point Comfort, long famed among tourists, with Norfolk, Virginia's great seaport, just beyond, whence we may visit Virginia Beach, or cross Hampton Roads to the Tidewater peninsula between the James and York Rivers.

Here from Newport News we continue to Lee Hall, gateway to three historic shrines forming the new Colonial National Monument, including Yorktown Battlefield, where ended the Revolution; portions of romantic old Williamsburg, Virginia's early capital; Jamestown, where landed the first American colonists.

TOWARD THE BLUE RIDGE

The winding James bears us past its famed manor homes to Richmond, rising upon its hills at the river's falls and awakening memories of famous men.

From Richmond we may travel to Petersburg, with its Confederate Tunnels, and Appomattox, where the Civil War ended.

Continuing, Roanoke is an approach to picturesque southwestern Virginia, and northward to the Great Valley.

THE VALLEY INCOMPARABLE

A trip through the Shenandoah Valley is unforgetable.

Near its southern end we pause before the stupendous spectacle of the Natural Bridge.

Continuing, Lexington welcomes us where sleep Stonewall Jackson and Robert E. Lee, and shows the way to Virginia's famed Hot Springs.

Beyond Lexington, Staunton discloses Woodrow Wilson's birthplace; and here a route leads east to Charlottesville, with its immortal Monticello, home of Jefferson; Harrisonburg has historic landmarks. From Newmarket are trips to Virginia's subterranean wonders, including among others

WINTER VACATIONS

By H. S. Cumming, Surgeon-General United States Public Health Service.

"Within recent years the custom of a winter vacation has grown steadily in favor. There are a number of reasons for this. One reason is that here in the Western Hemisphere are sections where during winter a delightful climate, sunshine, and healthful recreation are available. The long grind of the winter months spent by many of us in overheated homes and offices, is very pleasantly interrupted by the winter vacation spent out-of-doors. It takes us out of our winter burrows for air and sunshine and affords a respite from our cares and troubles.

"In a world so arranged that most of us are compelled to work during the greater portion of the year, a change, a rest, a vacation, goes far to make that work possible. Every man and woman employed is entitled to a vacation, and should, some time during the year, get away from home and business, if it is at all possible. A change of surroundings is helpful to restore health and strength; it improves our general outlook on life; it prevents us from getting 'stale.' It is necessary to get away from the usual surroundings, to forget business, to forget the job, to forget cares, to forget for the time being everything but the matter of enjoying a vacation.

"Public health depends upon personal health; and a vacation will go a long way toward improving personal health. Hence, a vacation may be said to be of benefit to the public health."

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Luray Caverns, Endless Caverns, Blue Grottoes, and Shenandoah Caverns.

At historic Winchester we may continue on to Harper's Ferry.

On the heights of the Blue Ridge overlooking the Shenandoah Valley is the area of Shenandoah National Park, which Virginia is preparing for government acceptance.

West of the great valley rise the Alleghanies, and on their forested western slopes we may reach famous White Sulphur Springs in West Virginia.

ALONG THE SEABOARD

From the Virginia capes the Seaboard South rewards the visitor.

Edenton, New Bern, and Wilmington on the North Carolina coast hold historic treasure chests.

Colonial Charleston welcomes us to South Carolina's seaport, with its magnolias and live-oaks, her historic places.

The waters of Tybee guide us to Georgia's delightful rendezvous for countless tourists, Savannah.

Down the coast are island attractions, exclusive Jekyl, St. Simons, and the attractive new Sea Island Beach, Brunswick, being gateway to these playgrounds.

PINE BELT ATTRACTIONS

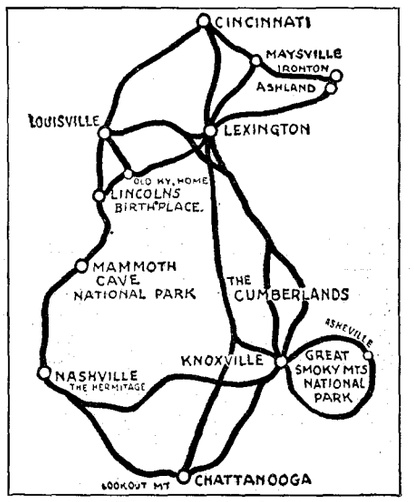
Turning toward the west we reach the Long Leaf Pine and Sand-Hill Belt, sprinkled with winter playgrounds.

In North Carolina, Raleigh extends a welcome, as do Pinehurst and Southern Pines, sports capitals for golfers, and other outdoor enthusiasts.

In South Carolina at Camden, the saddle is popular; Columbia has historic landmarks, and Aiken is a select resort.

Across the Georgia line lies Augusta with its distinctive hotels and varied pastimes.

From this resort city we may go on to Atlanta, dynamic embodiment of the New South, with the great dome of Stone Mountain, and its huge carvings near by.



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Smokies, Mammoth Cave, Lincoln's Birthplace, Blue Grass Tours

Eighty miles southward are Warm Springs, whose healing properties are sponsored by Gov. Franklin D. Roosevelt.

Beyond the mid-regions lies the Piedmont South, then the green slopes of the Blue Ridge, and finally the lofty summits of the Great Smokies.

GREAT SMOKY MOUNTAINS NATIONAL PARK

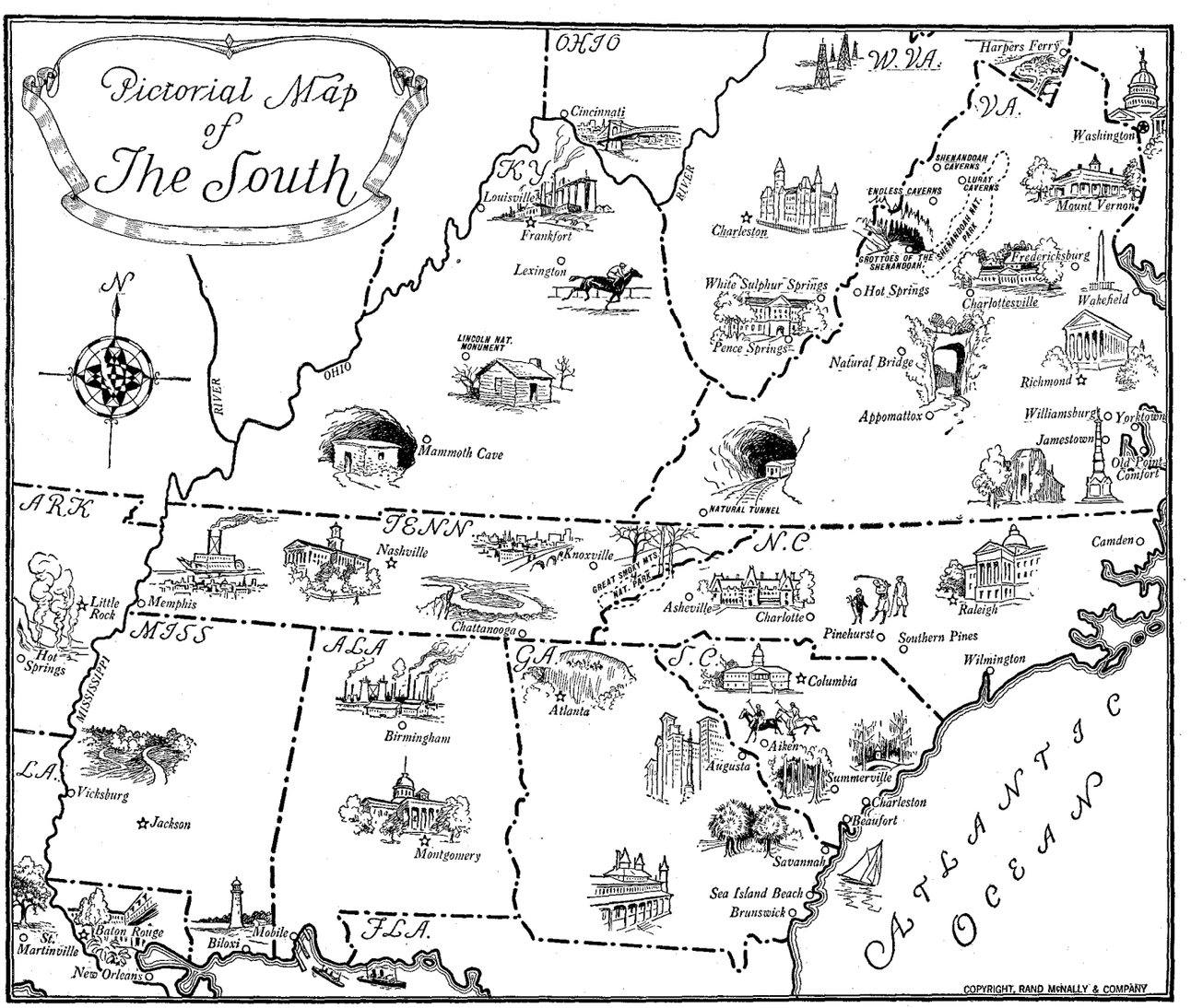
Tennessee and North Carolina, with tireless energy, have created for the American people this new National Park which Horace Kephart aptly describes in *The World's Work* as "the mountain climax of eastern America."

It includes 427,000 acres, embracing the towering ranges of the Great Smokies on the dividing line between the two States. Asheville, the inviting all-year mountain-resort town, is the main gateway from North Carolina, and historic Knoxville is Tennessee's important approach.

The accompanying map indicates a circle tour rich in interest, including, as it does, the Great Smoky Mountains National Park, Cumberland Falls, the Kentucky Blue-Grass region, Louisville, Mammoth Cave, and Lincoln's Birthplace National Monument.

When Dreams of Florida Come True

When biting gales of northern winter are shrieking around our windows, and niblicks and mashies are stowed away, dreams turn toward a land of mellow sunshine, colorful with the flaming hibiscus and gorgeous poinsettia, inviting us to its velvety links, white beaches, placid lakes and "delightful atmosphere of tropic enchantment"—Florida.



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So let us heed the call of its sunshine, flowers, fruit, and historic lore.

Train, steamship, or plane bring Northern visitors to Jacksonville on the St. Johns River, twenty miles from the sea, metropolis of the State, focal point of travel, a city with ample recreational facilities.

If the allurements of a tropical river appeal to us, we take the St. Johns trip to Sanford, head of navigation, with a side trip to Deland, "City of the Oaks."

From Jacksonville the East Coast invites us to St. Augustine, in whose ancient plaza we may sit in the shadow of its Moorish Cathedral.

Down the coast Ormond tugs at the heart of the golfer, and Daytona Beach shows us the world's speediest motor-race course.

Titusville and Fort Pierce face the picturesque Indian River, with ocean beaches just beyond.

If we seek the haunts of fashion and wealth, Palm Beach rewards us in all her sparkling jewels, while her neighbor, West Palm Beach, caters to our more modest desires.

Motor-boating down the coast, we are sure to seek the deep-water harbor of Fort Lauderdale.

Then Miami, many stories high, towers over Bay Biscayne, while opposite her magic achievements Miami Beach offers a paradise for bathers and dwellers by the sea.

Midway to Key West lies the coral islet of Long Key, where deep-sea fishermen seek the fighting sailfish, the bonito, tarpon, mackerel, or the savage barracuda. Who, too, would miss the unique "over seas" rail trip to Key West itself, gateway for Cuba?

In northern Florida is Tallahassee, sedately upholding the dignity of the State's government and other towns typically Southern.

Central Florida reveals the charm of subtropic nature, blue lakes and towns having environment of peace and beauty.

From the north through pecan groves, we reach the travel crossroads of Lake City. Here begin the myriad lakes which enliven mid-Florida.

Near Ocala's moss-draped oaks we may visit Silver Springs, one of Florida's nature marvels.

Leesburg is favored by fresh-water bass fishermen, and Eustis admired for attractive surroundings.

Orlando, built around several lakes, has ample cause to style herself "the beautiful," while, not to be outdone in water surroundings, Lakeland has fifteen such waterways at her door. Among the rolling hills nestles Winter Haven, with ninety-seven lakes inside a five-mile radius! At Mountain Lake, a suburb of Lake Wales, stands the famous Bok Singing Tower, and through orange groves we reach Sebring.

Gulf-Coast Florida is a region of bays, islands and rivers, providing deep-sea gamey fishing and every form of outdoor recreation.

Notable among its centers are Clearwater, with three golf courses; Bellair, also famed among devotees of the links, and St. Petersburg, "the Sunshine City," especially located and designed to make life happy for its residents and visitors.

Up Tampa and Hillsboro Bay we may seek the attractions of Tampa, with its Spanish atmosphere and modern hotels, metropolis of western Florida.

Returning to the coast, we take motor or rail to Sarasota, upon its crescent bay; Punta Gorda, on Charlotte Harbor; tropical Fort Myers.

Through northwest Florida the Old Spanish Trail leads us to the northwestern gateway city, Pensacola, founded in 1559 and governed in turn by five nations.

Of the cost of living for the average family in Florida we have some interesting information from the Chairman of the Board of the Miami Public Relations Department, H. H. Mase, who says: "Many people seem to have the erroneous impression that living expenses in Miami and Florida generally are high. Such is far from being true. A quick survey of Miami, which may be taken as representative of Florida as a whole, readily shows that the comparative living costs are equal, if not lower than a lot of our Northern cities." But Florida, like California and other States, stresses the fact that those should stay away who are seeking employment, or venture to travel without sufficient resources.

Gulf Coast Riviera

From Pensacola playgrounds continue along the Gulf shores of Alabama and Mississippi. It is a region of charm with palm-dotted green lawns, beaches bordering sparkling Gulf waters and mysterious bayous.

Here is Mobile, whose bay has been admired since de Bienville entered it in 1699; Biloxi, the first colony of France in America; Pas Christian, center of fashion, and a chain of other resorts.

Beyond the Gulf, Louisiana ushers us to New Orleans with its romantic Vieux Carré, one of our country's fascinating cities.

Across the State we may wander through the Bayou Teche Country, land of the Acadians, with its legends of Evangeline.

Main rail arteries of the South include the Southern Railway; Seaboard Air Line; Atlantic Coast Line; Baltimore & Ohio; Chesapeake & Ohio; Louisville & Nashville; Mobile & Ohio; Florida East Coast; and connecting lines.

Coastwise steamship lines include: Merchants & Miners Transportation Co.; Old Dominion Line; Savannah Line; Clyde Line; Mallory Line; Southern Pacific Steamship Line connecting at New Orleans with Sunset Route of this system.

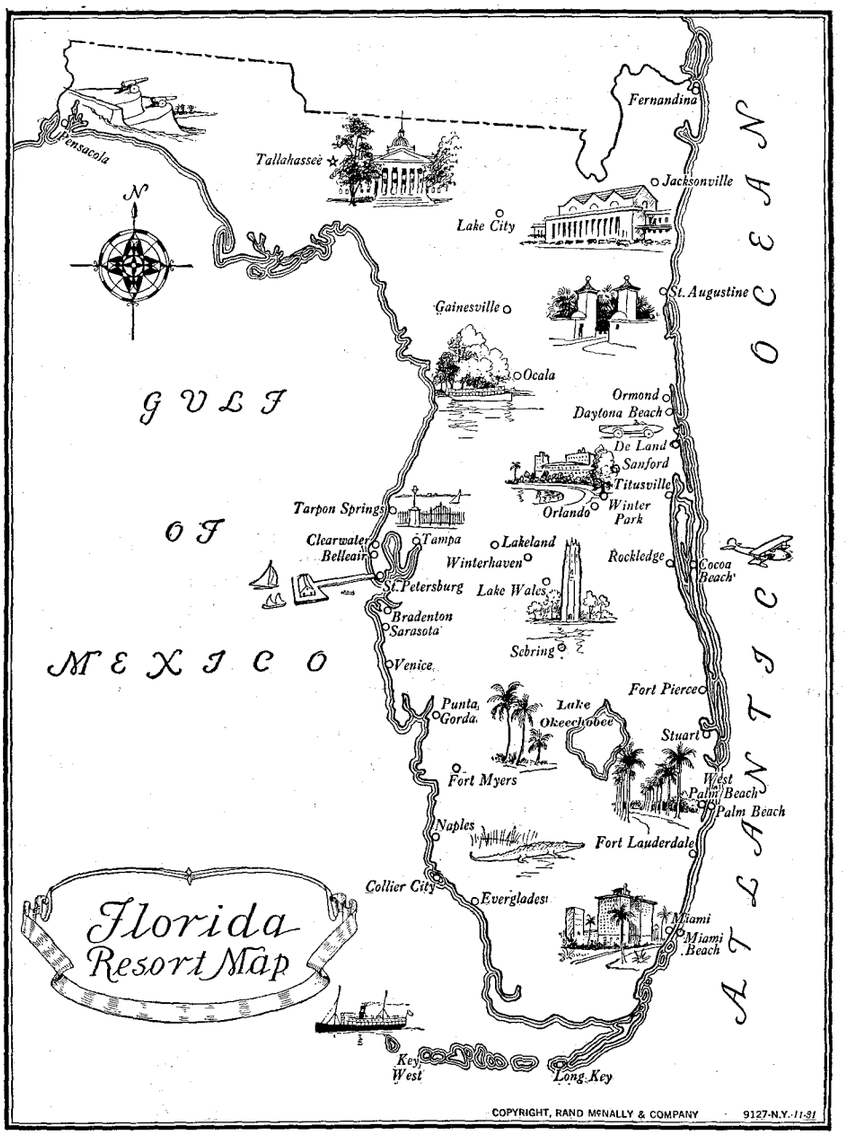
Hot Springs, Year 'Round Resort

Up the Mississippi we may travel to Baton Rouge; to Vicksburg, with its tragic memories; and at Memphis diverge across Arkansas to Little Rock, thence by Rock Island or Missouri Pacific train for a visit to Hot Springs National Park.

Forty-six hot springs gush forth from the base of Hot Springs Mountain in the Ouachita (pronounced Wash-i-taw) range, almost one million gallons of radioactive waters per day. The city of Hot Springs and the Park adjoin, city and national governments cooperating closely. The various bath-houses and treatments are all under the Federal Government's supervision. Mild climate permits varied outdoor winter recreation, including golf on three eighteen-hole courses of the Hot Springs Golf and Country Club, horseback riding, motoring, etc.

Hot Springs is host to 300,000 annual visitors seeking the revitalizing benefits of her waters and outdoor recreation.

Through-car service between Chicago, Memphis, and Hot Springs is provided by Illinois Central and Rock Island systems. Through-car service between Memphis, New Orleans, St. Louis, Omaha, Kansas City and Hot Springs is afforded by Missouri Pacific System.



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BECAUSE OF THIS SPIRIT

THE biggest thing about your telephone is the spirit of the hundreds of thousands of people who make up the Bell System. No matter what their particular jobs may be, they are first of all telephone men and women.

The loyalty of these people to the ideals of their work is reflected in every phase of your telephone service. It shows in the increasing speed with which your local and long distance calls are completed. It shows in the greater accuracy with which they are handled. It shows in the wider and more convenient facilities which are placed at your command—extension telephones, intercommunicating systems for home and office, small and large switchboards, teletypewriters and many others.

Because of this spirit, your needs for fast, complete and inexpensive telephone service are more fully met each year. Men and women of the Bell System are constantly explaining the varied telephone services to more and more users. They prepare the way for the new plant and equipment put at your disposal every year. Through their efforts, you receive better and wider service at a cost made possible only by an organization of this character.

Although it does not appear on the balance sheet, the greatest asset of the Bell System lies in the skill, energy and purpose of the people who carry on its work. Every time you telephone, you get the advantage of this—in better and better service at the lowest possible cost.

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Our Amazing Southwest

Among world-wide travel regions few have greater wealth of appeal than our own Southwest, a land of wonders.

Come then to the houses tucked into niches of canyon walls, such as those at Tonto, Chaco Canyon, or Mesa Verde, and let imagination run riot over the stone-age folk who peopled them when Egypt was still young.

Turn another page in the book of history and follow the footsteps of the conquistadores and padres exploring and settling a new Spain, with missions and towns, such as Gran Quivira, Tumacacori and Santa Fé, and picture the life of those early days.

Move forward the years and before us passes the pageant of covered wagons carrying American civilization westward over trails now historic, and Texans giving their lives in San Antonio's Alamo.

And now the present Indian civilization, in Navajo land, with its Laguna, Acoma, and Taos.

These all have human interest. In addition are masterpieces and wonders of creation, such as the Grand Canyon, Painted Desert, Petrified Forests, the Enchanted Mesa of Acoma, Zion Canyon, the Apache Trail, Carlsbad Caverns.

ALONG THE OLD SPANISH TRAIL

Over the trails of bygone days Pullman or motor-coach carry us to this world of fantasy and history. The Old Spanish Trail is followed by the Sunset Route of the Southern Pacific System, crossing the Mississippi at New Orleans, passing through Louisiana, and entering Texas with its famous cities.

Houston, the city of vision, which has made itself an ocean port, tho fifty miles inland, by building a ship canal, typifies Texas enterprise.

We may diverge southward to the island to which Jean La Fitte, the famous buccaneer, brought his treasure, and which now is occupied by Galveston, city of palms and oleanders, with shipping of the seven seas coming to its wharves.

In the opposite direction are the northern Texas cities of up-and-go, Dallas, commercial center; and Fort Worth, headquarters for the Empire of West Texas. Each is on the through route of the Missouri Pacific-Texas and Pacific System.

Returning to the Sunset Route we are led to San Antonio, city of vivid contrasts, where the sacred Alamo, centuries old, rises under the shadow of a sky-scraper.

Again south: the lower Gulf Coast discloses Corpus Christi, a salt-water playground, and Brownsville, metropolis of the fruitful lower Rio Grande Valley.

On this river of history lie the gateways to Mexico, where we may have "a dinner abroad across the river": opposite Brownsville is Matamoros; opposite Laredo, Nuevo Laredo; opposite Eagle Pass, Piedras Negras. Then comes El Paso del Norte, the "Pass of the North"—the modern El Paso—a tourist center opposite Ciudad Juarez, and surrounded by travel attractions. Here the Rock Island's Golden State Route from Chicago to California joins the Sunset Route.

Beyond El Paso the Sunset Route makes its way across New Mexico and into Arizona. Divergences lead to the border cities, Nogales and Douglas; Tombstone of colorful memories, and Tucson, city of palms and flowers. West of Tucson are the impressive ruins of Casa Grande National Monument.

At Globe, Arizona, begins the Apache Trail motor-coach detour. Over the trail of prehistoric races, Indians and Spanish explorers we ride, passing panoramic views of the Tonto Basin, visiting the Tonto-Cliff-Dwelling National Monument, pausing at the great Roosevelt Dam at the foot of Roosevelt Lake, threading a huge winding canyon, finally emerging upon the Salt River Valley to Phoenix, metropolis and tourist headquarters of southern Arizona. From Phoenix the rails stretch west toward California.

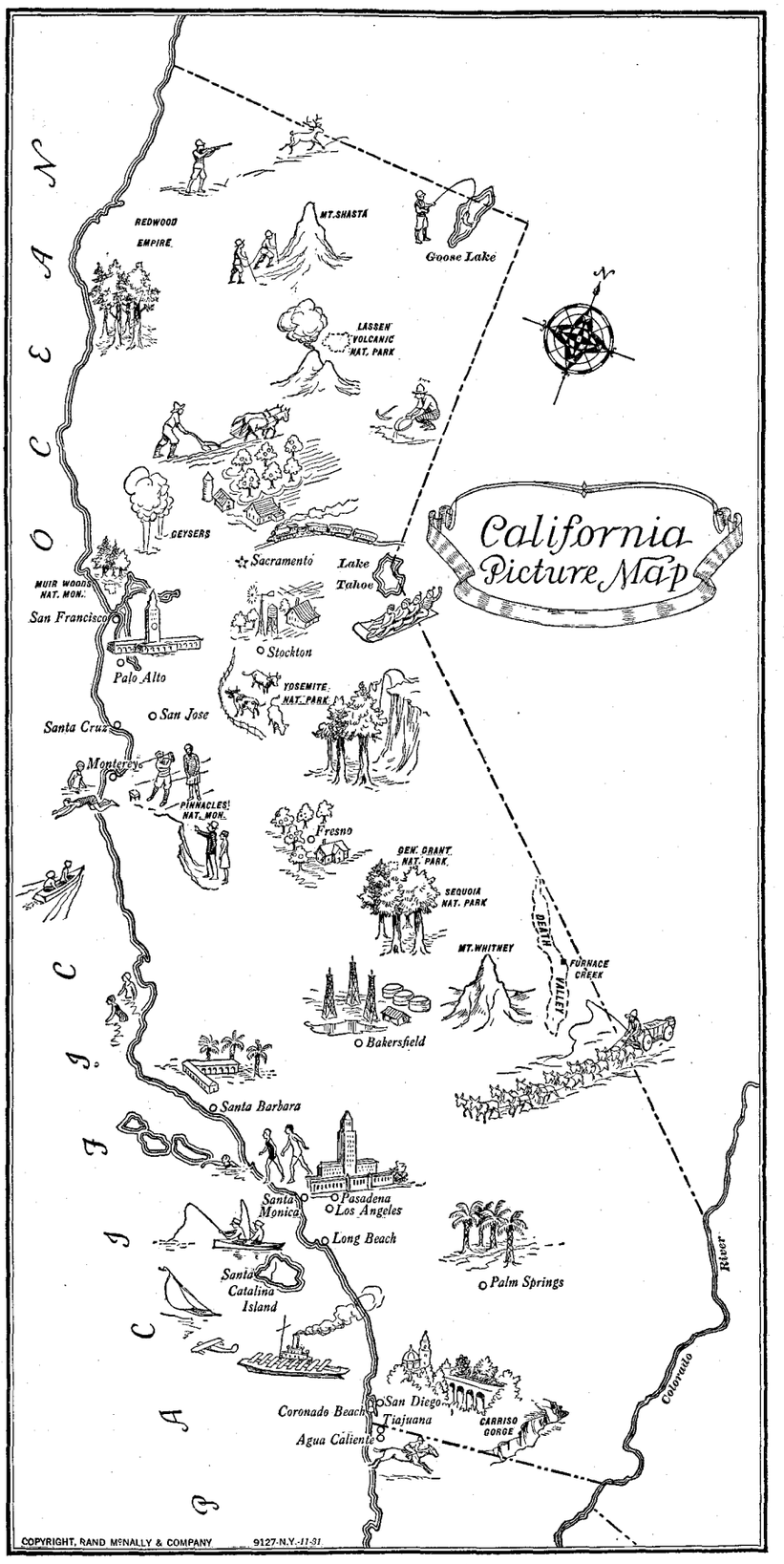
ON THE SANTA FÉ TRAIL

Farther north the Santa Fé Trail of the Spanish and later pioneers enters the Southwest over the Raton Pass in New Mexico. Where oxen strained at yokes the Pullman rolls into a labyrinth of wonderlands.

We pause at Lamy for motor-coach trips to fascinating places, the Santa Fé's Indian Detours—"beyond train horizons"—escorted by couriers to colorful Indian pueblos, prehistoric cliff cities, primitive Spanish missions set in the matchless scenery of the New Mexico Rockies including ancient Santa Fé, Frijoles Canyon, Puyé, Taos, San Ildefonso, and Santa Clara Indian pueblos.

Resuming the train, we reach Albuquerque, whose healthful climate has made her famous.

In New Mexico and Arizona we find notable National Monuments. By side trips from the Santa Fé Route we may see in New Mexico eighteen ruins of Pueblo



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Bonito in Chaco Canyon, where stone-age people once lived; El Morro National Monument, with its great rock bearing the names carved by Spanish explorers and padres; Gran Quivira, with its Spanish mission ruin. In the southeastern corner of New Mexico may be visited the world's most stupendous subterranean wonders in the Carlsbad Caverns National Park. The caverns are reached by a one-day motor-coach detour from Van Horn on the Texas and Pacific Railway, or from Carlsbad on a branch of the Santa Fé System.

In Arizona are the Petrified Forest and Montezuma Castle National Monument. Finally at Williams we branch northward and arrive at El Tovar for that breath-taking experience of stepping out upon the rim of the Grand Canyon, masterpiece of all nature. Returning to Williams the Santa Fé carries us on to California.

In Colorado and Utah

Northward of these wonders of the Southwest, nature and man have bestowed attractions upon Colorado and Utah.

All the central transcontinental routes make it possible to visit mile-high Denver, amid picturesque surroundings, and to approach here the winter sports of Rocky Mountain National Park, and the Pike's Peak and Colorado Springs resorts.

West of Denver, by Denver and Rio Grande Western Route we may see the Royal Gorge, detour to Mesa Verde National Park with its prehistoric wonders, and cross Utah to Salt Lake City, beloved by all tourists, continuing thence to California by Western Pacific System.

Salt Lake City may be reached also via Ogden over the Overland Route of the Union Pacific System, which continuing south of Ogden as the Salt Lake Route bears us toward Southern California, passing the summer approach to Utah's crowning natural glories, Bryce Canyon National Park, Cedar Breaks, and Zion National Park.

California's Spell

"The most seductive of lands, and the most tenacious in its hold upon you," is the comment of one writer on California. All who visit California experience this subtle charm. It is doubtless due to scenes unlike any others we have seen; to a pervading romance inherited from its dramatic past; to a climate which is the composite of all climates from tropic to arctic; to a people who seem a little more human than those we have met elsewhere.

Whatever the cause, California grips our inner being, and it is said that one out of every ten visitors eventually becomes a permanent resident.

California smiles a welcome the year round and to the winter tourist is especially gracious.

The season's pageant of flowers begins with Pasadena's Rose Tournament on New Year's Day. In late winter and early spring mountainsides are ablaze with yellow poppies. We are delighted with white bungalows embowered in giant geraniums and heliotropes, parks shaded by palms and eucalyptus, acres of orchards in blossom, or laden with golden fruit. All winter, too, if we prefer the snow there are frosty places just beyond the balmy sunshine.

Each gateway introduces us to distinctive California attractions.

Arriving on a train of the "Sunset" or the "Golden State" route we may traverse the stupendous Carriso Gorge. Twisting around rocky headlands, plunging through tunnel after tunnel, clinging to precipitous walls, and finally reaching fertile plains it carries us across the Mexican border for a time, passing Agua Caliente and Tia

(*Continued on page 34*)

A Quick Start a Happy Finish!

Ivory Snow dissolves in lukewarm water instantly!

A quick start? You should see Ivory Snow bubble into suds, the instant it touches water—even lukewarm water! Now you *start*—with instant lukewarm suds—exactly the right temperature for washing fragile silks and woolens.

Now—no waiting for hot water. No guessing at temperatures. No beating up suds. Every tiny Ivory Snow pearl pops into rich Ivory suds—not one is left undissolved to stick to delicate wool or silk.

P. S.—About that happy finish? Well, Ivory Snow is pure Ivory Soap. So your precious clothes come out of Ivory Snow suds looking like new! A box of Ivory Snow costs only 15¢—a big box too—big enough to protect hundreds of dollars worth of lovely clothes.

99 44/100 % PURE

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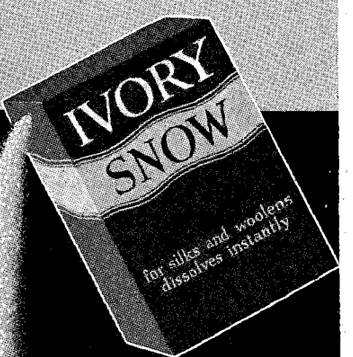

Silk and woolen manufacturers agree

"A perfect soap for silks," say Mallinson, Cheney Brothers and Truhu. "The ideal soap for woolens," say the weavers of the fine Biltmore Handwoven Homespuns, the makers of downy Mariposa blankets and the Botany Worsted Mills, leading woolen manufacturers, to mention only a few.

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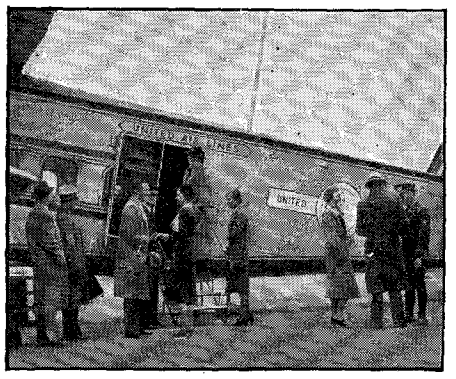
EXECUTIVE AMERICA *Goes Aloft*



MEN whose names are news in finance, commerce and industry fly United Air Lines because "United" air travel is fast, comfortable, dependable and interesting. A recent investigation of 864 corporations showed that 75% of them are buying air transportation for their executives.

Consider the time saving it provides! New York to Chicago in 7¼ hours. Coast-to-Coast in 28 hours. These are examples.

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"I have traveled several thousand miles using United Air Lines, and congratulate you upon the excellent service, equipment, and high character of the men operating the planes."
J. D. TEW, *President*
B. F. Goodrich Co., Akron, Ohio

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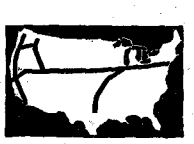
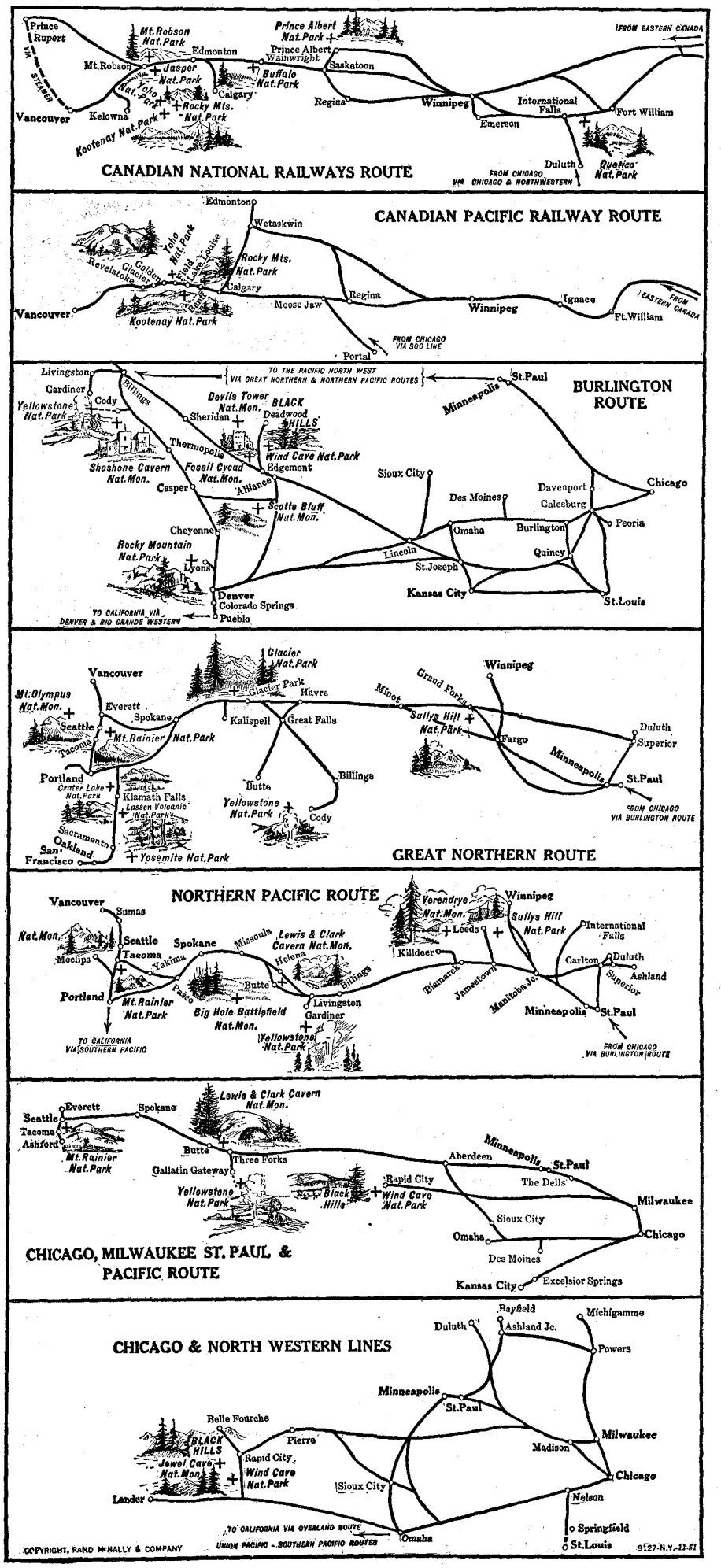


ACROSS the continent! The trip of trips—three thousand miles of revealing wonders. Let's pack up, climb on board the comfortable limited or the speedy plane, and get acquainted with America.

Every route has its own special attractions, scenic or historic. Which shall we take? The picture maps below and on the next page may help us to decide. They show some of the travel high lights.



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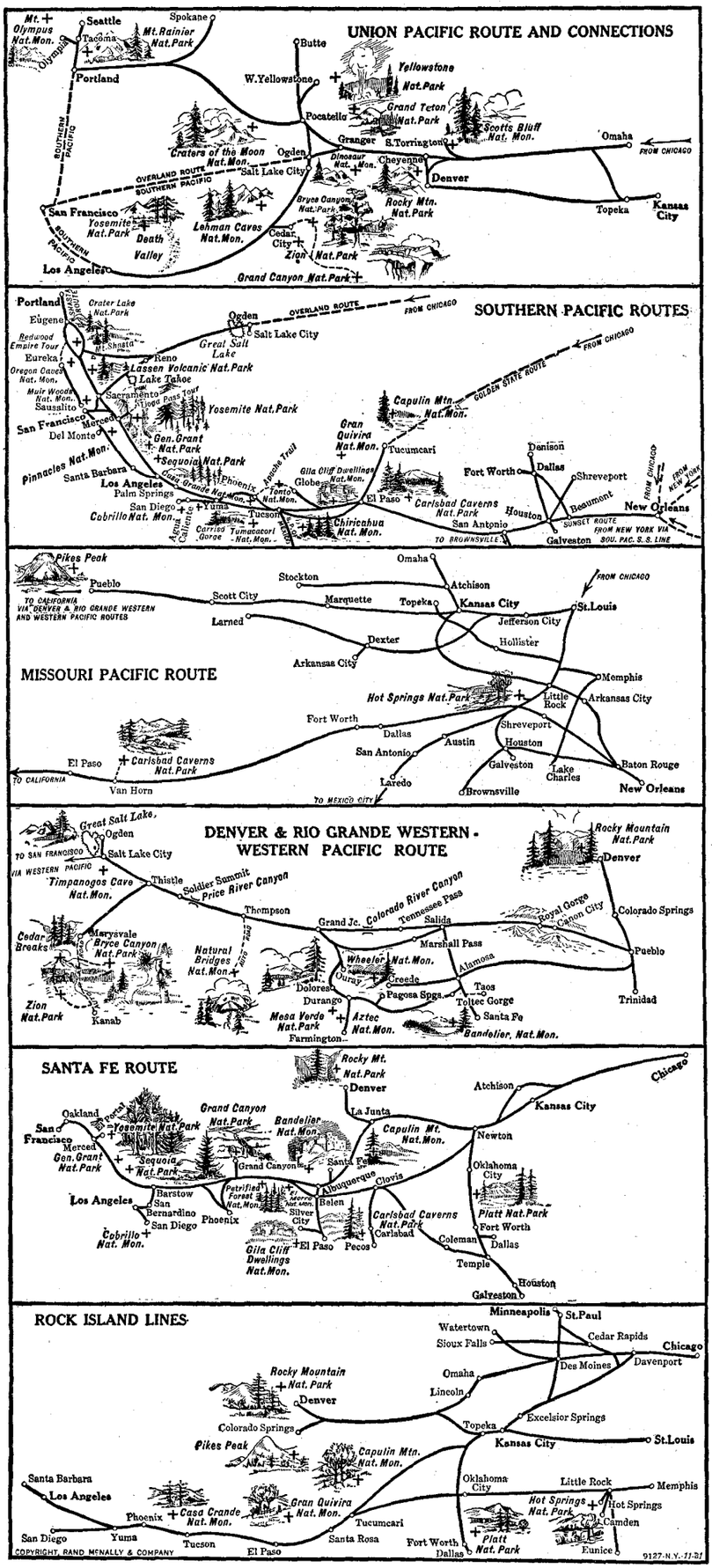
COORDINATED coast-to-coast rail and air service is provided by the Pennsylvania System and the New York Central Railroad, with schedules calling for transcontinental trips of two days.

All-air coast-to-coast services spanning the country in a little more than twenty-four hours are operated by United Air Lines; the Transcontinental & Western Air Inc., and Eastern Air Transport-American Airways. The country-wide network of air routes now covers 31,783 miles.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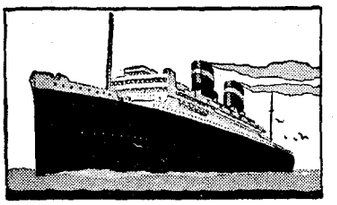
ONLY BY SEA

such luxury!

to and from

CALIFORNIA



Enjoy delightful tropic seas...visit foreign lands...revel in open air sports and the relaxation only an ocean voyage can give you!

FASTEST, LARGEST *and* FINEST LINERS

in New York-California service

Three great, new turbo-electric sister-ships, identical in size, speed and luxury—built exclusively for the New York-California run . . . **S. S. Virginia, S. S. Pennsylvania, S. S. California.** No matter *when* you sail via Panama Pacific, you *always* travel on a modern liner. Only Panama Pacific offers this feature. You arrive in California after thirteen days of real pleasure—the fastest time by sea to the West Coast.

Plenty of time en route to visit Havana, the Panama Canal, and San Diego (Coronado Beach, Agua Caliente, Tiajuana). *Only* Panama Pacific calls Westbound at San Diego.

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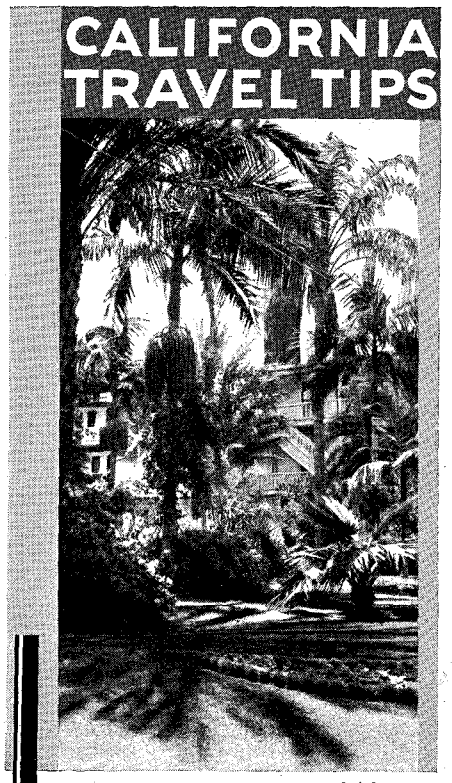

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(*Continued from page 31*)

Juana, then giving us our first view of the Pacific as we near San Diego.

Here is the first of California's fascinating coast cities. With its Balboa Park; Ramona's marriage place; Coronado Beach, and Point Loma, San Diego is rich in tourist interest.

From this city of Cabrillo, Southern California unfolds its attractions with the mysterious sea caves of La Jolla, the distinctive Torrey Pines, and the beloved Mission Capistrano. Then beckons the great white tower of Los Angeles' new City Hall.

Also by "Sunset" and "Golden State" routes we may enter California along the borders of Imperial Valley's million-acre garden, skirt the Salton Sea, climb over San Gorgonio Pass, with snow-clad peaks in view, and follow the San Gabriel Valley to Los Angeles. Coming this way, we see the exotic beauty of Palm Springs, Redlands of the orange empire, Riverside overlooked by Mt. Rubidoux, and Pasadena, the city sumptuous.

Over the Santa Fé's Grand Canyon Route and the Union Pacific's Salt Lake Route we enter Southern California in proximity to Death Valley, thread the Cajon Pass into the Santa Ana and San Gabriel Valleys, and go on through San Bernardino's fruitful orchards and Pasadena to Los Angeles. Ludlow on the Santa Fé, Crucero on the Union Pacific are gateways to that region of mystery between the Panamints and Funeral Mountains familiar to those who have listened to "The Old Ranger" on the radio—Death Valley. From these points rail and motor-coach provide access to Furnace Creek Inn.

Metropolis and tourist center of Southern California, Los Angeles—with its environs—offers a long list of entertainments. In this modern city are still nooks reminiscent of the Spanish régime, but the dominant motif is provided by the handsome shops, great hotels, and delightful homes surrounding boulevards and palm-shaded parks. In the immediate area are world-famous Hollywood and charming Beverly Hills. Short trips bring us to the beauties of Pasadena, the superb views of Mt. Lowe and Mt. Wilson, the broad ocean beaches, its Port for Pacific and Atlantic shipping, and the progressive city of Long Beach.

Offshore a thirty-mile sail brings us to Avalon on Santa Catalina Island, an American edition of Capri.

Two pathways tempt us northward—the scenic Coast Route and the San Joaquin Valley artery.

Over the first-named passes the Southern Pacific's oceanside division; also El Camino Real, "The King's Highway," where trod the padres setting up that series of sacred edifices which contribute so richly to California's travel appeal.

We pause at Santa Barbara. In its matchless setting, with green hillsides dotted by white villas, a long beach fringing the blue Pacific at its feet, the Santa Inez heights at its back and the Channel Islands rising out of the sea toward the west, it captures the admiration. Here are distinctive Spanish-type hotels, a superb Spanish-style court-house, and the Mission Santa Barbara, in many respects the most absorbing in all California.

Another golden nugget of the Coast Route is the Monterey region, with its bay of beauty, its ancient cypresses, Del Monte fairyland, Seventeen-Mile Drive, historic Carmel Mission, and Monterey itself, reminiscent of Spanish settlement.

Beyond Monterey, the Coast Route turns into the Santa Clara Valley's fruitlands to San José, thence on to San Francisco.

The San Joaquin Valley route, which enables us to travel between Los Angeles and San Francisco through California's great central valley bordered by the Coast Range and the snowy summits of the High Sierra, is traversed by both the Southern Pacific and Santa Fé systems.

Here are vast orchard lands and approaches to famous natural wonders.

We enter the valley at Bakersfield, of oil riches. Turning northward Exeter, Visalia and Fresno provide approaches to Sequoia National Park; Fresno, Sanger or Reedley to its neighboring General Grant National Park. In these reservations grow the oldest and the greatest living things—the "Big Trees," monarchs of California's varied vegetation.

Returning to the valley route and turning northward, we reach Merced, gateway to the incomparable Yosemite National Park. And here we find animated winter scenes, including "cliffs and trees, snow covered . . . a fairyland of white, graceful figures gliding over open-air ice, delighted cries of tobogganers, a skiing party, the merry tinkle of sleigh-bells in the meadows, impatient Eskimo dog-teams." Sports, accommodations, and transportation within the park are under jurisdiction of the Yosemite Park-Curry Company.

Beyond Merced the valley route leads to Stockton, metropolis of the San Joaquin Valley, and here continue routes north to Sacramento or west to San Francisco.

The eastern gateways to Northern California include those of the Overland Route across the Sierra and through the American River Canyon, and the Western Pacific Route over the mountains and through Feather River Canyon. Each, on its way to San Francisco, intersects Sacramento, the historic capital of California.

From the Pacific Northwest come to the Golden Gate two picturesque travel arteries—the favorite summer Redwood Empire Route, penetrating the Redwood forests, Jack London's "Valley of the Moon," and Santa Rosa, home of Burbank; and the Sacramento Valley Route (Shasta Route of the Southern Pacific System) with Mt. Shasta its northern glory, and with access to Lassen Volcanic Park.

Another route from Oregon to California is soon to be opened through completion of the Great Northern Railway's new line from Klamath Falls to a junction with the Western Pacific System at Keddie, California, described in our issue of November 28.

There is an allurement in San Francisco which famous writers have endeavored to put into words, but none have succeeded entirely. We have to be there and experience its atmosphere to realize this hold San Francisco has upon its visitors. Bohemianism, cosmopolitanism, the indomitable spirit of this great world port, are all interwoven with its destiny. In the environs are the Muir Woods National Monument, across the Bay on the slopes of Mt. Tamalpais; Oakland, San Francisco's cross-bay neighbor, with the distinction of a lake in her very center; Palo Alto, seat of Stanford University; Berkeley, home of the University of California, to mention only a few.

Thus from San Francisco's temperature climate to subtropic Los Angeles and mountain snow sports California caters to every taste.

To San Francisco and to Los Angeles come all-water routes from Atlantic ports, via Panama Canal, including those of the Panama Pacific Line; Panama Mail service of the Grace Line and the Dollar Steamship Lines.

With these brief hints of the State that does not disappoint, we do well to obtain attractive itineraries and other information from the two organizations whose sole aim is to make our California sojourn delightful—the All-Year Club of Southern California at Los Angeles, and the Californians, Inc., of San Francisco.

An interesting point on the cost of living in California is made by Don Thomas, Executive Secretary of the All-Year Club of Southern California. He writes that about 50 per cent. of the members of the California Hotel Association have reduced their rates. He adds that enough of them have made reductions of from 10 per cent. to 25 per cent. to make it safe to say that there is a general cut of from 10 per cent. to 20 per cent. But also he emphasizes the fact that California, in common with other resort States, discourages the coming of visitors without sufficient funds and those seeking employment.

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In the Northwest

When New York is digging itself out of a blizzard, crocuses are in bloom in Victoria gardens. Thus the Pacific Northwest, warmed by the Japan Current, becomes a pleasant all-year tourist objective.

Its chain of famous cities with their snow-crowned mountain backgrounds and capacious harbors are replete with interest.

Canada's great Pacific gateway, Vancouver, is terminus of her transcontinental routes. Crossing the Straits we find a typically English city of rare charm in Victoria, British Columbia's capital.

Southward we enter Puget Sound wonderlands. In Seattle, metropolis of the Pacific Northwest, and great ocean port, commerce and beauty are happily mingled.

Tacoma, facing another picturesque harbor, is the approach to Mt. Rainier National Park (the immediate rail gateway being Ashford on the Milwaukee system).

From the green hills and mild climate of the Puget Sound area to the high elevations of Mt. Rainier, Mt. Baker, and in the Cascades, with their winter sports, is but a short trip by train, motor-coach or motor-car.

Portland, "City of Roses," welcomes us to the diverse attractions of Oregon, and provides the rail link between the Northwest and California. Beyond attractions of the city itself are the famed Columbia River Highway and scenic Mt. Hood region. Our pictorial map shows the Northwest's rail routes.

Pacific Wonderlands

A few decades ago it was an arduous journey to the wonderlands of the Pacific.

To-day superb modern liners, the latest word in luxury and speed, are bearing thousands of tourists to the South Seas and the Orient. For the Pacific is the vogue.

In 1914 there were five ships of American register operating from San Francisco to the Far East. To-day there are one hundred and forty. Los Angeles, Portland, Seattle, and Vancouver are also great ports. The latest addition to South Seas services from California is the 25,885-ton, twenty-knot liner *Mariposa*, of the Matson Line, which is to be followed soon by her sisters, *Lurline* and *Monterey*. In the New York-Manila service of the Dollar Steamship Lines, two sumptuous new liners have recently made their début, the turbine electrically driven *President Hoover* and *President Coolidge*.

"OUR LAND BEYOND THE WEST"

Eat poi, listen to native music, receive a lei, go surfing at Waikiki, bite into delicious fruits, sniff gorgeous flora, hear the "barking sands," motor through a fern forest, look down into inferno, feel the witchery of the Hawaiian moon, let the rustling coco palms lull you to sleep.

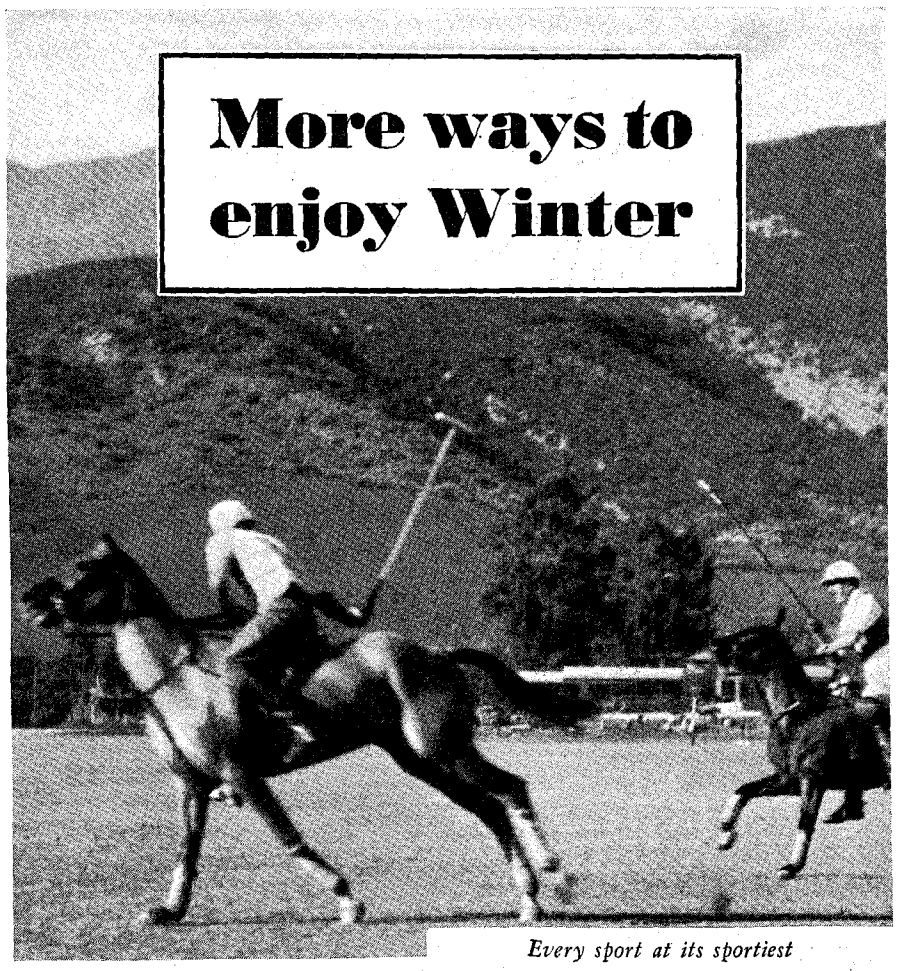
These are some of the ways we fall under Hawaii's spell. Travel thrills? Yes aplenty, yet the rest that comes from complete change.

Really, as the official Hawaii Tourist Bureau asserts in its spiffy booklet, "The Story of Hawaii":

"Hawaii's an emotion unrelated to the workaday world. To some Hawaii is high adventure. To some it's flashing sport, fun, and frolic. To some it's peace, lazy rest, detachment. If strange customs, new places—and faces—a month or so of restful, sparkling, luxurious living is the adventure you want—come to Hawaii."

There's expectancy when we arrive, fascination while we're there, and a tear when we sail away.

The Hawaii Tourist Bureau tells how to get the most out of our time and money. It will give us all the details, but remember, we should visit the four tourist



Every sport at its sportiest

This Vacation Meets *Every* Test

THIS winter, when you need a vacation if you ever needed one in your life, demands full value from every minute... the complete escape from care that comes with endless new and interesting things to see and do.

Accept no compromises. For there *is* a place where you need sacrifice no single element of an ideal winter vacation.

Body-building sunshine warms the sandy beach of the blue Pacific...sparkles on bright desert oases...lends zest to golf, tennis, motoring, riding, polo, yachting, sailing, fishing, racing... any sport you can name.

Here are Spanish Missions older than the United States... movie companies on location ... the stars themselves at world premieres or gay Hollywood cafes... mile-high mountain forests and sapphire lakes... palms, orange groves... a world sea-port... pleasure-islands near the coast... Old Mexico just to the south ...Pasadena, Glendale, Long Beach, Santa Monica, Beverly Hills, Pomona and other famous resorts and cities... with Los Angeles centering this whole amazing playground.

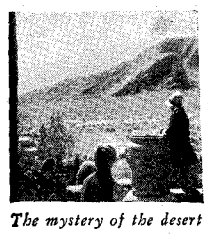
Half-a-dozen vacations in one! Each day can be a glorious new adventure in the joy of living. And it's all only 2¼ days from most of America. Come to Southern California for a glorious vacation. Advise anyone not to come seeking employment lest he be disappointed, but for the tourist the attractions are unlimited.

Costs no more than at home

In this year 'round vacationland you escape the "peak prices" necessary in short-season resorts. In fact, costs while here need be no more than at home. We prove these statements in a remarkable new book which the coupon below brings you free.

It outlines, day by day, a winter (and also a summer) visit to Southern California, including nearly 100 interesting gravure photographs, map, information about routes, itemized daily cost figures, etc.... perhaps the most complete vacation book ever published. Send the coupon for your free copy. Start planning now!

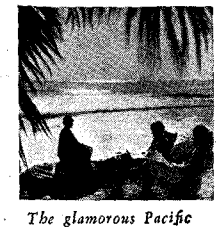
(If you wish *another* beautiful book "Southern California through the Camera," include 4c in stamps to cover mailing cost.)



The mystery of the desert

Fiesta Events

Hollywood



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islands, Oahu (Honolulu); Kauai (Garden Isle); Maui (Valley Island); Hawaii (Volcano Island).

Right through the calendar there are doings. Big winter and early spring events impending include: December-January, football classics; February, U. S. fleet arrives; March, Aloha Spring Festival; April, Kauai flower show; May, National Foreign Trade Council, Oriental pageantry, swimming championships.

GLAMOUR OF SOUTH SEA ISLES

Robert Louis Stevenson wrote: "The first love, the first sunrise, the first South Sea Island are memories apart and touch a virginity of sense."

Come, then, to these lands of azure skies, coral reefs, emerald lagoons, vivid flora, towering peaks; see the dances of graceful Polynesians, listen to native music, eat of luscious fruits, buy strange wares.

There comes a day on the voyage when lofty summits of the Fijis rise above the sea's rim, and we steam into colorful Suva.

Eastward lie the Samoan Islands—American and British. Tutuila welcomes us to her spectacular harbor of Pago Pago, over which fly the Stars and Stripes. Upolu opens her coral shores to Apia, British Samoa. From here Stevenson pilgrims ascend Mt. Vaea to visit his grave and home.

We may go direct from San Francisco to Tahiti in the Society Group, and ashore at Papeete, the French capital, listen to the gay native chatter and songs. The Syndicat d'Initiative de Tahiti is prepared to supply tourist information.

From Tahiti we enter the coral necklace of Avarua, capital of French Rarotonga in the Cook Islands.

SUBTLE NEW ZEALAND

The culmination of the South Pacific voyage is provided by New Zealand and Australia.

Either Auckland or Wellington harbor disclose New Zealand's great ocean gateways. Each of these ports is on the North Island, but South Island is of easy access, and must be visited, or we've missed half of the country.

There is a subtle charm to this land of the Far South.

See the customs and dances of its handsome, intelligent native Maoris.

Be inspired by its glaciers and geysers, and by Aorangi's three-mile-high snowy summit. See its fern and rata trees in primeval forests.

Explore its rivers of every mood, lakes of crystal clearness, shadowy fiords, towering headlands, alabaster caverns, and wonder at its active volcanoes.

The New Zealand Travel Association of Auckland is prepared to give full travel information.

AND NOW IT'S AUSTRALIA

From New Zealand our ship turns to the great continent of Australia that lies a thousand miles toward the northwest, and we enter a land of astonishments.

Here we discover the black bushman, the kangaroo, laughing kookaburras, mimicking lyre-birds, native "Teddy bears," emus, wallabies, the platypus, and other unusual creatures.

Beyond the shops, theaters, and business activities of great modern cities we may join organized excursions "to the national parks, forests of giant eucalyptus, scenic lakes and rivers, caves, snow sports, aboriginal reservations, and the gorgeous beaches," as the Australian National Travel Association says.

Our winter is Australia's summer, and pastimes include horse racing, golf, tennis, football, and bathing.

Pacific liners bring us into the impressive harbor of Sydney, capital of New South Wales, with Canberra the new Federal capital near by; or Melbourne, ultramodern capital of Victoria, "The Garden State." Trips from Sydney lead to the famed Blue Mountains, Jenolan Caves, Hawkesbury River, and National Parks. A rail trip takes us to Brisbane, capital of Queensland, off the coast of which stretches the scenic Great Barrier Reef.

From Melbourne the Grampians and Gippsland Lakes call, while in South Australia, Adelaide, its attractive capital, offers an approach to the Mount Lofty range

A transcontinental journey brings the traveler to Perth, capital of vast Western Australia. Travel information is supplied by the Australian National Travel Association, 114 Sansome St., San Francisco.

THE INDIES AND BEYOND

Beyond Australia and toward the north are isles and lands tempting those who seek unusual scenes.

There are, for instance, Java, "Garden of the East"; Sumatra, the colorful; Bali, "The Enchanted Isle"; Borneo, with its tropic river scenery; Siam, of fascinating people and cities; and beyond these islands, India, with its mysteries and fascinations for the winter traveler; enchanting Siam; Singapore, and the Straits Settlements, etc.

GLIMPSES OF NIPPON

Fujiyama, rising in its white symmetry, is the sacred national mountain which beckons us to the shores of Nippon.

Japan with its romantic scenery, its ancient shrines, fine arts, drama, shops, geisha dances, captivating gardens, and upwards of a thousand hot springs, provides, through her cordial people, excellent travel facilities.

Visitors in January will see the spectacular five-day New Year's celebration. February ushers blossom time with the plum. In March the peach orchards are pink, and in April begins the famed cherry-blossom glory.

Landing at Yokohama, we are imprest by a busy modern port. Tokyo, with its moat-surrounded Imperial Palace and Shinto and Buddhist temples, must be seen; and near-by Kamakura, with its amazing Daibutsu (Great Buddha of single bronze casting, eyes of pure gold), erected in 1252.

Nikko is a poem of waterfalls, lakes, temples, and shrines. Kyoto, the classical city, and Nara, with Japan's oldest temple, are beloved by travelers. Travel information may be obtained from Japan Tourist Bureau, 1 Madison Avenue, New York.

LAND OF THE RISING SUN

Despite sectional troubles, tourist regions of China are still open to visitors.

We may debark upon this age-old land at Shanghai, where old and new are in contrast, and travel by train to Nanking, with its Purple Mountain and present governmental headquarters. Beyond Nanking the railway takes us to Peiping, with its temples, palaces, and the impressive spectacle of the Great Wall.

Returning to the coast, the British colony of Hong Kong, occupying a mountainous island, and the neighboring city of Canton are popular tourist objectives.

PHILIPPINE ENTERTAINMENTS

"To the transpacific traveler who has visited Japan, China, the Philippine

© E. A. Salisbury, from Ewing Galloway

Market-bound in Japan

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Islands offer an entire and appreciated change. Here for the first time the warm days, the flaming sunsets, the sudden showers, and the cool nights of the real tropics are experienced. Tropical vegetation, fruits, coconuts, bananas, sugar plantations, rice, hemp, pony carts, and carabaos, towering volcanoes and coral islands greet the eye, intrigue the mind, and stimulate the imagination," remarks the Philippine Tourist Association of Manila.

If we set forth from the "cocktail lounge" of the Manila Hotel, we may stroll through ancient Intramuros, the walled city, or mingle with the gay life of the modern capital. Beyond, numerous trips offer inviting experiences, including the rail ride to Baguio, sports and health resort high in the mountains.

"The Philippines present to the visitor an interesting complex of country and people—a physical and human atmosphere—which has no counterpart nor close similarity in any other part of the world," says the booklet of the Manila Harbor Board.

Pacific Travel Routes

To Hawaii from San Francisco:
Matson-Lassco Line (direct and en route to South Seas, New Zealand and Australia).
Dollar Steamship Lines (en route to Orient).
N. Y. K. Line (Nippon Yusen Kaisha).
To Hawaii from Los Angeles:
Dollar Steamship Lines.
Matson-Lassco Line. (Direct and en route to South Seas, New Zealand and Australia).
N. Y. K. Line (en route to Orient).
To Hawaii from Vancouver:
Canadian Australasian Line., en route to South Seas,
Canadian Pacific Steamships, en route to the Orient.
To Pago Pago, Suva, Auckland, Sydney, from San Francisco:
Matson Line (via Hawaii).
To Tahiti, Rarotonga, Wellington, Sydney, from San Francisco:
Union Royal Mail Line.
To Suva, Auckland, Sydney, from Vancouver via Hawaii:
Canadian Australasian Line.
To Japan, China and Philippines:
Canadian Pacific Steamships from Vancouver.
Dollar Steamship Lines (transpacific) from Los Angeles, San Francisco (via Honolulu).
American Mail Line from Seattle and Victoria direct to Orient.
N. Y. K. Line from San Francisco, Seattle or Vancouver.
To New Zealand and Australia:
Pacific-Australia Line from San Francisco and Los Angeles.
To South Seas, New Zealand, Australia, Singapore, China, Japan:
Special Cruise new Matson liner *Mariposa* from New York (Jan. 16), San Francisco (Feb. 2), Los Angeles (Feb. 3).

Tropic Isles and Lands

The hit of last winter's cruise season was the series of short, inexpensive voyages to southern seas. Many of these voyagettes are scheduled for this winter, and reduced rates for the fortunate who are able to take the longer trips.

NEAREST WINTER FAIRYLAND

Think of it! Only about forty hours from Broadway is the winter fairyland of the Bermuda Islands! In this short time nature waves her magic wand over us, and we are transferred from grime, noise and icy streets to a realm of flowers, sunshine, clean air, and peace. No wonder Bermuda is entertaining an ever-increasing number of visitors.

With tourist headquarters at St. George and Hamilton, each with an English atmosphere, the Bermuda program includes sea bathing, driving and horseback riding, cycling, sailing, golfing on eight courses, fishing, tennis, and seeing wonders such as the sea gardens and Crystal Caves.

WHERE BLACKBEARD ROAMED

South of Bermuda we may enter the labyrinth of islands forming the Bahama group. In these waters sailed Columbus; and here we are in the one-time theater of pirates, for ahead lies Hog Island, rendezvous of Blackbeard, marking the entrance to Nassau Harbor, Island of New Providence.

You will enjoy every day and night in San Francisco. No city in the world has greater charm than this one, rising above the Golden Gate

Forget cold and snow

in San Francisco's winter vacationland

GIVE YOURSELF this Christmas present. A real vacation—in winter—in San Francisco's sunny California!

Forget cold and snow. Forget work and little worries. Come play for a while *now* as you like to play in summertime. This is San Francisco's green season; only 4° cooler than summer.

And San Francisco is a fascinating city. You've heard of colorful streets, with sidewalk flowerstands on downtown corners; curious shops. You've heard of the picturesque *Embarcadero* with its ships from the seven seas. Chinatown and Golden Gate Park. Mission Dolores. Gay, cosmopolitan hotels and eating places...Come now and see them!

A score of famous golf courses await you in the sun. Miles of bridle path edge the ocean, and climb high above it into fragrant woods. Celebrated motor roads are every bit as fine as in the summer months. And the places they will lead you to! Debonair Del Monte and historic Monterey. Forests of giant Redwoods. Storied Forty-Niner towns. Mountains, with real winter sports. Warm, all-year resorts.

Give yourself this Christmas present. Start planning now to come!

The cost? You need spend no more while here than you would spend at home, San Francisco is only two or three days from most of America. All-year highways allow a swift, steady pace. Fine, fast trains bring you here quickly, without extra fare; and for the Christmas holidays there is an especially low roundtrip rate.

Send the coupon below for the illustrated book: "Your California Vacation and San Francisco." It is free and it will show you exactly what San Francisco offers you in winter as in summer.

Long days outdoors merge into fascinating nights in gay hotels and restaurants, in the theatre and underneath mild, starlit skies. There is always something new to do in San Francisco

Tell anyone to come to San Francisco for a glorious vacation, but advise persons seeking employment not to come here at this time, lest they be disappointed.

SAN FRANCISCO
CENTER OF THE CALIFORNIA VACATIONLAND

CALIFORNIANS INC., Room 3012, 703 Market Street, San Francisco.
Please send me the free illustrated Book, with schedule of costs; also Road Maps ☐ (or) rail and steamship Rates to San Francisco ☐

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Ashore the silk-cotton trees and cocoanut palms are swaying in "the trades," and gardens are gay with bougainvillea in a perfect climate. And this playground with many diversions is only sixty hours away from New York.

HAVANA THE SOPHISTICATED

After our ship has passed the tall shaft of Morro Light, and the grim old fortress is astern, we step ashore at the gayest city of the West Indies. Business cares vanish. Rigors of a less indulgent land are forgotten. Day and night fun continues.

Daylight in Havana—races at Oriental Park; golf at the Country Club; bathing at La Playa Beach; polo, motoring, take our choice. Evening at Havana—opera at the sumptuous National Theater; frivolities at the Marti; pictures at the cinema palaces; dinner dances in hotel roof-gardens; jazz at cafés and restaurants; trying our luck at La Playa Casino; strolls through the floral parterres of Central Park, joining the élite in the Malecon's motor parade—these are high lights of the program.

"Outside of Havana," says the Cuban Official Tourist Commission, "the visitor will enjoy the incomparable Cuban landscapes. In the province of Pinar del Rio the valleys of Viñales and the Cerro and Caves of Sumidero are three of the most beautiful scenes in the Tropic Zone.

"The Province of Matanzas is famed for the imposing Yumuri Valley and the Bellamar Caves. Cardenas has a beach of the whitest sand and the bluest sea known. Santa Clara, city of ancient memories; Cienfuegos, called 'the Pearl of the South'; Camaguey, also a treasure of olden times, and venerable Santiago—have charmed every discriminating guest."

JAMAICA DIVERTISEMENTS

If Havana's dazzlements do not appeal to us, we have but to enter the sedate English atmosphere of Kingston.

Kingston's colorful past, when the fleets of Rodney and Nelson filled its harbor, and when Sir Henry Morgan landed his prizes at iniquitous Port Royal, now sunk beneath the waves, may be visualized by a visit to the Institute of Jamaica.

Kingston is the center for visits to the world-famous Hope and Castleton Botanical Gardens, and to the quaint old Spanish town; also for longer expeditions to charming Port Antonio, northeast coast resort, and to Montego Bay, with its superb beach and for drives up Blue Mountain, towering 7,400 feet about the Caribbean.

IN THE FOOTSTEPS OF COLUMBUS

Eastward from Jamaica Santo Domingo rewards the traveler who is interested in early West Indies drama. For in this ancient city we may visit the cathedral of 1540, the Homenage, or Columbus Tower, built by Bartholomew Columbus, and the home of Diego Columbus.

IN THE BLACK REPUBLIC

Adjoining the Dominican Republic is Haiti, the Black Republic, with Cape Haitien and Port au Prince the chief ports, and with that most amazing fortress of the West Indies, the Black King's Castle.

OUR OWN PORTO RICO

As we voyage eastward another island rises from the sea, another harbor guarded by ancient forts opens before us, and from Castle Cristobal the Stars and Stripes fly, a pleasant welcome to San Juan, Porto Rico. Here the old and the new, side by side, never cease to be a source of fascination. The garden of the Governor's Palace is illustrated on our cover.

Over El Camino Real (The King's Road) and other excellent highways crossing the island are enchanting motor trips to scenic mountain lands, quaint villages and seashore towns.

PICTURESQUE VIRGIN ISLANDS

The tourist attractions of our three Virgin Islands are coming into increasing acceptance. "Here," writes Arthur Ruhl, "is the caressing mildness of the tropics, without the tropics' fierceness and languor; without fevers, mosquitoes, flies. Here is all, and more, of the beauty of the Riviera; all the wildness and remoteness of the South Seas. Everywhere bold headlands, rising abruptly from the water, for all these islands are the summits of a submerged mountain chain; water, incredibly clear and blue, lying above coral reefs, or breaking to draw its white line of surf across white sand or brown rocks; and over all, the fresh, clean breath of the Northeast Trades."

The three Virgin Islands include St. Thomas, St. Croix and St. John. St. Thomas, the capital, is one of the most picturesque ports of the tropics. Detailed tourist information may be had from Harry E. Taylor, Commissioner of Industry, St. Thomas, or from Furness West Indies Line, or Munson Line, New York.

EXPLORING THE LESSER ANTILLES

A series of travel adventures await the fortunate traveler who is able to explore the island necklace of the Lesser Antilles with their kaleidoscope of nationalities.

First in the chain are the Virgins. Four British possessions follow. At St. Kitts we may visit the historic fortress on Brimstone Hill. At Nevis is the birthplace of Alexander Hamilton. At Antigua we see Admiral Nelson's ancient dockyard. At Montserrat is a famous scenic drive.

Over Guadeloupe flies the flag of France, and here is seen the volcano Soufriere. Again the British colors are seen flying over Dominica, with its scenic motor trip.

At French Martinique is the birthplace of Empress Josephine. St. Lucia, a British possession, provides mountain excursions.

In Barbados we enter another British outpost and see Bridgetown's Trafalgar Square, Mt. Wilson, George Washington house, Fort Royal, Kissing Bridge, etc. Kingstown and its Botanical Gardens are attractions of St. Vincent. Granada provides a superb beach at Grand Ance.

At Tobago are remains of old Fort King George. Trinidad offers tourist attractions at Port-of-Spain and beyond. At Willemstadt we enter the port of Curaçao to discover a little corner of Holland.

SOUTH AMERICA'S NORTH COAST

The north coast of South America is not far distant, where we may visit Georgetown, capital of British Guiana; La Guaira, approach to Caracas, capital of Venezuela In Colombia are Santa Marta, home of Bolivar; Cartagena, with a dramatic past; Puerto Colombia, port for Barranquilla, gateway to Bogota, Colombia's mountain capital.

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PANAMA AND NORTHWARD

Panama Republic and the Canal Zone—also other Central American Republics—offer a wealth of winter-tourist enjoyments.

The Canal itself is a monument of supreme engineering skill and the experience of traversing it from Cristobal, Caribbean gateway to Balboa, overlooking the Pacific is worth while. Then there is old Panama City, with its memories of Balboa and Morgan.

Cruising along the Caribbean Coast we may visit a series of interesting ports. They include Bocas del Toro, Panama; Port Limon, Costa Rica, with rail trip to San José, capital; Tela, and Puerto Cortes, Honduras, with shore excursions; Puerto Barrios, Guatemala, with fascinating rail route to the capital, Guatemala City; Belize, capital of British Honduras.

The west coast also provides ports of interest. Puntarenas, Costa Rica, has rail service to San José; Corinto is Nicaragua's chief Pacific gateway; by rail or motor we may visit San Salvador from La Libertad; San José de Guatemala is the western rail approach to Guatemala City.

In Mexico

Beyond Belize we skirt the coast of Yucatan and entering the Gulf of Mexico, may enter Mexico at Vera Cruz or Tampico. From these cities, as well as from Salina Cruz, Manzanillo and Mazatlan on the Pacific and the northern rail gateways at Brownsville, Laredo, Eagle Pass, Del Rio, El Paso, and Nogales, all routes lead to Mexico City.

By whatever approach the country and the city are enthralling. As one writer aptly puts it: "You may have toured Europe, but you have never really traveled until you have visited Mexico! Here are cities as brilliant and beautiful as Paris or Vienna. Here are mountains that excel in beauty and grandeur the towering Alps. Here are volcanoes that smoke like Vesuvius, and palaces that rival the palaces of the Doges of Venice in romance and tragedy and historic atmosphere."

Around South America

South America supplies a continuous round of scenes and experiences covering the gamut of travel craving.

Each coast being distinctly different from the other, the only adequate tour is that which includes both.

The west coast voyage with Panama as its introduction is varied by inland excursions to places of absorbing interest. It inspires with sublime mountain scenery of the great snow-capped Andean Cordillera.

For instance, if we disembark at Guayaquil, Ecuador, and take the amazing ride over the world's loftiest climbing railway to Quito there are impressive views of the Andean giants, Chimbarazo and Cotopaxi cleaving the sky some 20,000 feet above the Pacific.

Other monarchs flank the coast of Peru where we leave our ship at Callao to visit Lima, "City of the Kings," with its fascinating reminders of Inca civilization.

Down the coast Mollendo bids us step ashore and board the railway climbing up to Arequipa, whose climate is that of perpetual June. Over it towers the famed Misti, and within its streets are historic buildings and unusual scenes.

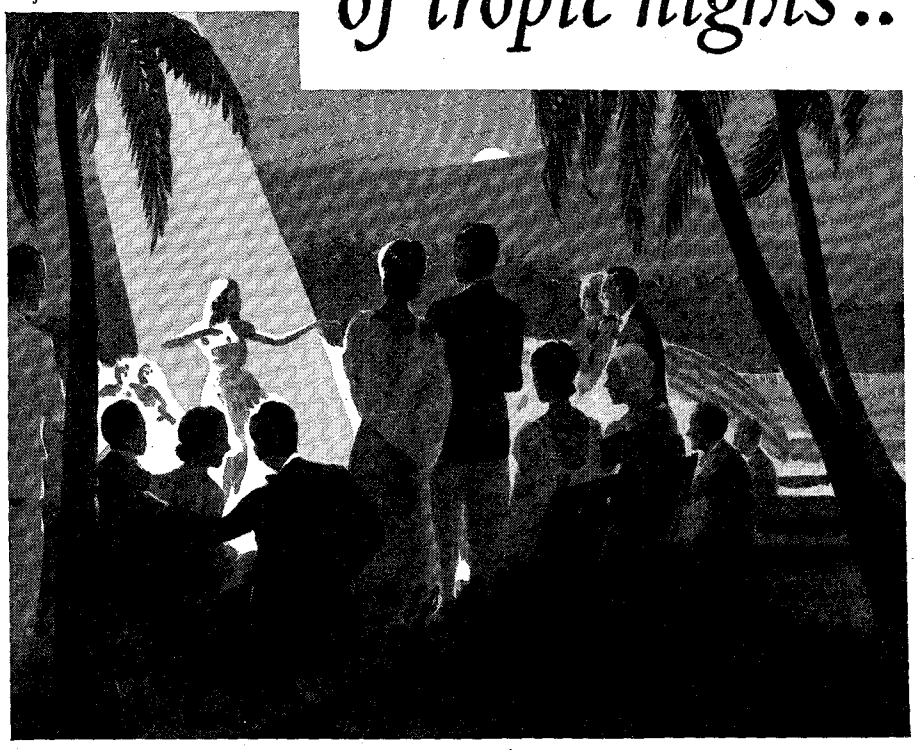
From Arequipa the train carries us on to Cuzco, ancient Inca capital containing amazing ruins of the ancient civilization and traces of a prehistoric race.

Leaving Cuzco we reach the shores of Lake Titicaca for a steamer trip two miles above the sea, among islands rich in legend and Inca ruins.

Then again by rail to picturesque La Paz in its bowl amid Bolivia's mountains. From here routes lead us coastward, and

A week away... *the soft thrill of tropic nights..*

Legends of old Hawaii—the moving beauty of sea...and flowers...are told in the hula



DINNER IS OVER. You sink into a generous chair where the wide lanai looks across Waikiki . . . ready for the day's after-thrill . . . the soft beauty of the tropic night.

Diamond Head sticks down into the sea like a giant, nicked knife-blade cutting off the work-a-day world. Within, the magic of Hawaii's night. The cool, soft breeze whispers of oleanders, ginger blossoms.

Suddenly you feel the crowd about you. White linen suits. Dinner jackets. Sun-bronzed shoulders . . . evening dresses. The insinuating beat of the Hula floats with the rhythm of the night . . .

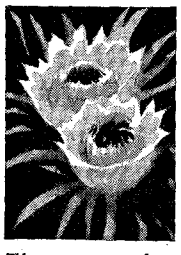
The strum of ukuleles dies. Lights dim to the moon. Your recent days drift past . . . The driver in Kona who pulled to the side of the road to sing to the sunset. The lei of twenty dewy gardenias you bought for a half dollar before the dance. The days in a sampan trolling for tuna, and swordfish. Flame trees. Cruising to the islands, Kauai, Maui. The gracious friendliness. The fear that you will not remember that which you know you'll never forget. Hawaii . . .

Hawaii offers—escape from winter. Winter is "Kapu" (taboo) in sunny Hawaii. Twenty golf courses. Luxurious hotels. Moderately priced inns.

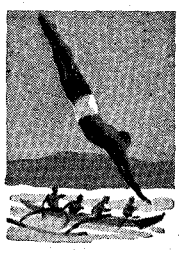
Hawaii is not expensive! A round-trip from the Pacific Coast, *including all expense* afloat and ashore can be made for less than $350. And you can pleasantly crowd Hawaii into a three-week holiday.

Write. We are glad to furnish free authoritative information and literature. For special book on Hawaii, profusely illustrated in full color, with picture maps, enclose 10c in stamps to defray handling charge.

HAWAII



The cereus, whose white petals open only to the night



Diving boys, outriggers . . . symbols of Honolulu harbor

HAWAII TOURIST BUREAU
(OF HONOLULU, HAWAII, U. S. A.)
227-C BUSH STREET, SAN FRANCISCO or 1155-C SO. BROADWAY, LOS ANGELES

MATSON Line *from* SAN FRANCISCO
215 Market St., San Francisco
730 So. Broadway, Los Angeles
535 Fifth Avenue, New York
814 Second Avenue, Seattle
140 So. Dearborn St., Chicago
271 Pine Street, Portland, Ore.

LASSCO Line *from* LOS ANGELES
730 So. Broadway, Los Angeles
685 Market St., San Francisco
140 So. Dearborn St., Chicago
213 East Broadway, San Diego
535 Fifth Avenue, New York
412 Thomas Building, Dallas

ANY TRAVEL AGENT WILL GIVE YOU FULL PARTICULARS

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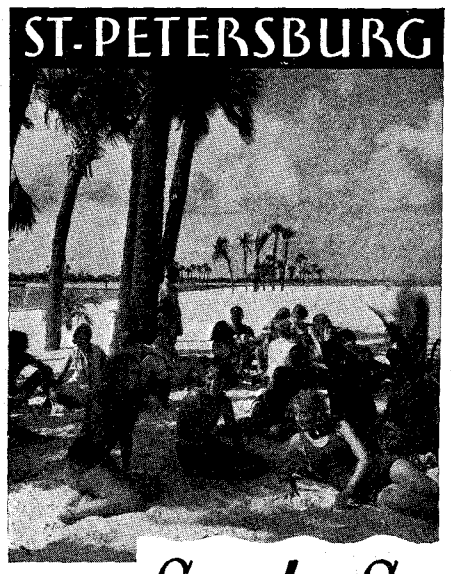

That South Sea Island Lure

Plus Every Modern Comfort!

Wide silvery beaches lapped by seas of pure blue—warm breezes playing through the palm trees—flowers blooming, mockingbirds singing, white - winged sailboats racing with the gulls — sunshine and blue skies over all, and everywhere the spirit of happiness!

You might imagine it an island of the South Seas, but a second look shows you a modern, metropolitan resort city, with fine hotels, apartments and homes, schools, theatres, shops and every comfort and convenience. Here, too, are delightful playgrounds with facilities for every kind of summer sport in winter.

It's the kind of place one dreams of and never expects to find. But it is here—only a short trip from where you are. Come for a winter vacation. Accommodations for every need and taste. Moderate living costs. Make an investment in health and happiness. Write for booklet.

St. Petersburg FLORIDA
THE SUNSHINE CITY
AMERICA'S CONVENIENT WINTER PLAYGROUND

SEND FOR FREE BOOK

A. C. Deaderick, Sec'y,
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Please send your illustrated booklet.

Name .....

Address .....

the steamer is resumed to Valparaiso, Chile, metropolis of the west coast.

After seeing this city we should motor out to Vina del Mar, fashionable watering place, and if time permits, also visit the idyllic southern lakes in the Valdivia region.

From Valparaiso we should go to Santiago, the magnificent capital of Chile.

From here begins the first step of the world-famed Transandine journey, a travel experience crowded with one marvel after another.

The mountains are left behind for the level Pampas of Argentina, and then we roll into sumptuous Buenos Aires. It has been compared with Paris, but is a replica of no other city on earth.

"After seeing Buenos Aires, a more extensive insight into Argentina will be gained by visiting Mar del Plata; La Plata, near the capital; Bahia Blanca; Rosario; Cordoba, as the center of the older Argentine settlement and culture; Tucuman, and, since they are now accessible without great inconvenience, the beautiful lakes beyond Neuquen at the base of the southern Cordillera," says the Pan-American Union.

Plane or steamer conveys us from the Argentine capital to beautiful Montevideo with its animated bathing beaches, where we are again reminded that South America's summer is our winter.

Then by rail or water the east coast trip continues with visits to Santos, outlet for Brazil's coffee, and to modern São Paulo.

All these intriguing travel experiences find their climax as we sail into "the most beautiful harbor of the world" and behold the glittering jewels of Rio de Janeiro bordering her mountain-walled attractions.

Routes to Southern Seas

Seventy cruises this winter will have the West Indies their objective.

Many winter cruises will include Bermuda, while regular service is given by the Furness Bermuda Line, which last month placed in commission their new 23,200-ton, turbo-electric liner, *Monarch of Bermuda*, largest and most luxurious ship ever built for this route; also service by Munson Line.

Bermuda has this winter a weekly service direct from Boston via the Canadian National Steamships in addition to the Halifax-Bermuda-British West Indies, British Guiana service. Besides special West Indies cruises a regular service between New York and Bermuda by Canadian Pacific Steamships will begin January 16.

Nassau, besides a special cruise port, has regular service by Munson Line.

Thousands of cruise patrons will throng Havana this winter besides those who arrive by regular trip steamships, including Ward Line, United Fruit Line, and Cunard Line.

The United Fruit fleet, which provides services also to Kingston, Jamaica, Colombian ports, Canal Zone and Central American ports, is to be augmented by six new steamships, three of which, *Talamanca*, *Segovia*, and *Chirique*, have been already launched.

Porto Rico and Santo Domingo are the destinations of the New York and Porto Rico Steamship Line, while the Lesser Antilles are reached by Furness Prince Line, Canadian National Steamships and the Munson Line.

Sumptuous Grace Liners, passing through the Panama Canal, convey us down the west coast of South America, while sturdy vessels of the Munson Line and the new Furness Prince fleet provide service to the east coast. Between New York and Venezuelan ports via Porto Rico is the service of Red "D" Line, and Colombian ports are reached by United Fruit steamships. British Guiana is a port for Canadian National steamships.

A special South American cruise is scheduled to leave New York February 6 by *S. S. Carinthia* of the Cunard Line, under auspices of Raymond & Whitcomb.

Air routes from the United States to West Indies, Central America, and South America are covered by Pan American Airways, Inc., as follows:

From Brownsville, Texas, via Central America to Canal Zone, thence down West Coast of South America (flown by Pan American-Grace Airways) to Santiago, Chile, thence across the Andes to Buenos Aires and Montevideo.

From Miami, Fla., via West Indies, down East Coast of South America via Rio de Janeiro and Montevideo to Buenos Aires.

Direct route over Caribbean from Miami via Kingston, Barranquilla, and Cristobal, C. Z.

Shuttle service eastward from Barranquilla to Port au Spain and westward Barranquilla, to Cristobal.

From Miami to Merida, thence via Belize to San Salvador; and from Merida to Vera Cruz, connecting there with trunk line between Brownsville and Canal Zone.

Off to Europe

There is the last rattling of winches. A deep-throated whistle sounds mightily; officious tugs dart hither and yon. The pier-head crowds are shouting, waving. Along the ship's rail are fluttering handkerchiefs. "She's backing out"—"We're off to Europe!" Another adventure has begun.

And what travel riches lie ahead!

If travel is an education, then the immortal scenes of history and the shrines of art, music, and literature in Europe are of themselves a great university.

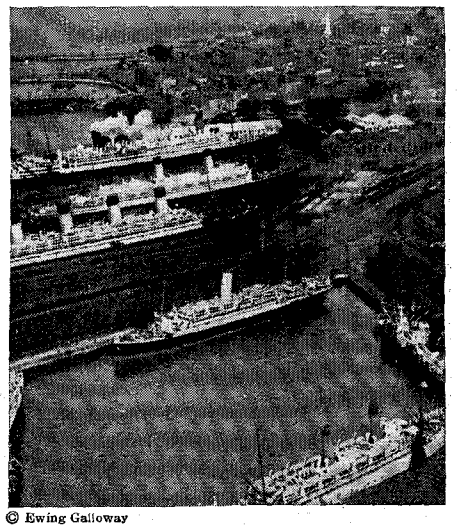
If amusement and recreation are first considerations, then Europe's playgrounds range all the way from Paris and the snowy regions of winter sports to the languorous atmosphere of the Riviera.

And never before were rates so low.

We now present an outline of the essential tourist objectives in each country.

The Urge of England

When your ship pokes her nose into the harbor of Liverpool, Plymouth or Southampton, even if you are Atlantic seasoned, you are likely to experience a thrill. For here are the portals of England!



© Ewing Galloway

Southampton's Busy Harbor

Down the companionway you step into "a different, a fantastic world, full of brave echoes of the past, full of unbelievable castles and cathedrals, of inns and lanes and villages that seem as brightly unreal as a romantic stage setting," as one writer puts it.

The first objective of the average tourist is London, and he climbs on board the boat train for this venerable city.

"When a man is tired of London, he is tired of life; for there is in London all that life can afford," says Dr. Johnson.

You'll eat at the Cheshire Cheese; laugh through an evening of Cockney songs at a London music hall; visit grim scenes in the Tower; look in on Parliament; pay reverence to Westminster Abbey; watch the Horse Guards at parade; ramble around Trafalgar Square, Piccadilly Circus, Mayfair, the Strand, and Fleet Street; see Dickens's Old Curiosity Shop; inspect the British Museum and other famous places.

Then you must needs tear yourself away from London and visit her environs, such as Windsor Castle; Eaton and Harrow; Stoke Poges, scene of Gray's "Elegy"; Hampton Court Palace.

IN SOUTHERN ENGLAND

The Channel country from the coast of Kent, where landed the Romans under Cæsar, to King Arthur's land facing North Cornwall's Atlantic shores. Reached by the Southern Railway or Great Western Railway.

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Here are Canterbury, birthplace of the Christian faith in England, of the English language, and of Chaucer's fame, its cathedral world-famous. Tunbridge Wells, for centuries center of fashion; channel ports of Dover, Folkestone, Newhaven, Southampton, Weymouth, Plymouth; Norman castles and cathedrals of Kent and Sussex, and Druidical remains at Stonehenge; Thomas Hardy's Dorset; Somerset hills and valleys; Bath with its famed Roman baths; the Lorna Doone country of north Devon, and the Devonian Riviera, with Torquay and Plymouth as its jewels; the Cornish Riviera, with its Celtic crosses, caves, King Arthur's castle, Falmouth, St. Ives, the Lizard, and Penzance.

GLIMPSING EAST BRITAIN

Along North Sea coast, from London to Newcastle on Tyne, with inland regions adjoining, reached by the London & Northeastern Railway and connecting lines.

We may visit Cambridge with its world-renowned university; Harwich and Hull, cross-sea gateways to the Continent; cathedral towns of Norwich, Ely, Peterboro, Lincoln, York, and Durham; Boston, from which set forth William Brewster with the Puritans, and Scrooby, his manor home; Fountains Abbey, Scarborough, seaside resort, and Harrogate, inland spa.

THROUGH THE MIDLANDS

From London through the central counties, including the Shakespeare country, centers of industries. Reached by the London, Midland & Scottish Railway, and in part by the Great Western Railway.

In this region at Oxford, with its university; Stratford-on-Avon; the romantic Kenilworth ruins; the Washington and Franklin country; Rugby, scene of "Tom Brown's School Days"; Birmingham, Sheffield, and Leeds; the Peak District of Derbyshire; the Robin Hood country, with its Sherwood Forest and the Dukeries.

TOWARD THE NORTHERN BORDER

From Newcastle along the North Sea coast to Berwick, and from Liverpool to Carlisle, with mid-regions served on the east by the London and Northeastern Railway, on the west by London, Midland & Scottish Railway.

We may see the Roman Wall crossing England from sea to sea; ancient castles between Newcastle and the Border Bridge at Berwick; Liverpool and Manchester; the idyllic English Lake District; Carlisle, northwestern rail approach to Scotland.

PICTURESQUE WALES

"The Cambria of the Romans and the Gwalia of the Welsh," writes Walter M. Gallichan, "is a sea-bordered land of many noble mountains, glorious valleys and wild glens, brooding lakes, and rushing waters. There are feudal castles, ruined abbeys, and British and Roman camps." Reached by the London, Midland & Scottish Railway and Great Western Railway.

Hark to the Call of Erin's Harp

"Scarcely a country of its size in the world holds such a combination of attractions, says the Irish Tourist Association.

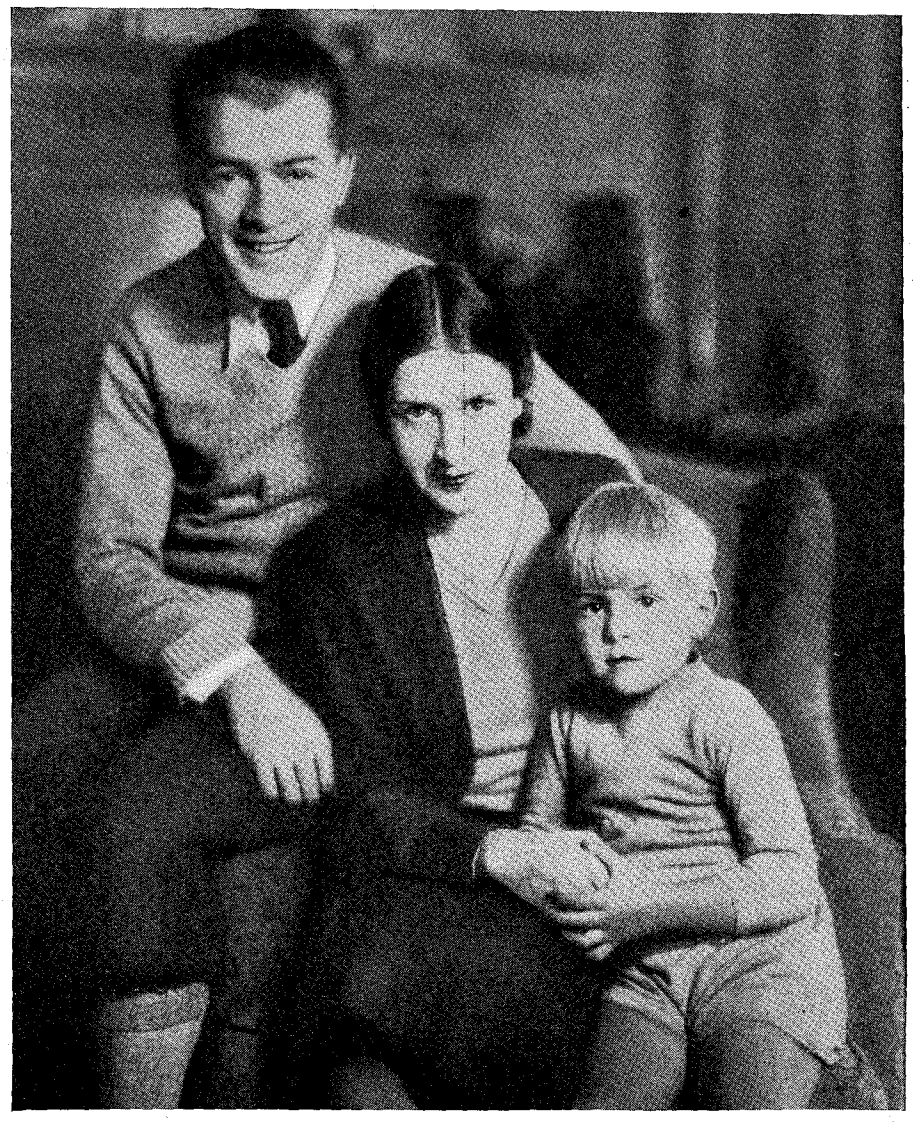
If we set forth from Cork we shall go, of course, to Blarney and its Kissing Stone.

And our steps will lead us to Killarney, which Macaulay said is "not heaven's reflex, but a bit of fallen heaven itself." The south coast route brings us to the cliff-lands of Old Head of Kinsale, Bantry's bay, Glengariff in exquisite setting.

Attractions of the west coast will urge us northward, including the Galway country; charming Connemara, and beyond, the rugged Donegal country.

It is in Mayo's mountainous regions that we come upon Clew Bay; from the south

"Raising Junior" *and*
EQUITABLE EDUCATIONAL INSURANCE



Kenneth, Joan and Junior Lee in private life are Mr. and Mrs. Peter Dixon and David. Their radio sketch, "Raising Junior," is sponsored by the Wheatena Corporation over the N.B.C. network.

Mr. and Mrs. Dixon own an Equitable Educational Policy to assure funds for Junior's College Education.

"We have many problems in raising Junior," Mr. Dixon writes to The Equitable, "and you have offered the solution to a most important one. No longer do we worry about financing a college course for David. Your Educational Endowment Policy has guaranteed this, whether or not I am still living when the time comes."

THE EQUITABLE
LIFE ASSURANCE SOCIETY OF THE UNITED STATES

Thomas I. Parkinson, President, 393 Seventh Ave., New York, N. Y.
I have a child who will be ready for college in_____years.
Please send booklet showing how I may provide Insurance to guarantee funds for this Education. My age is_____.

Name_____

Address_____

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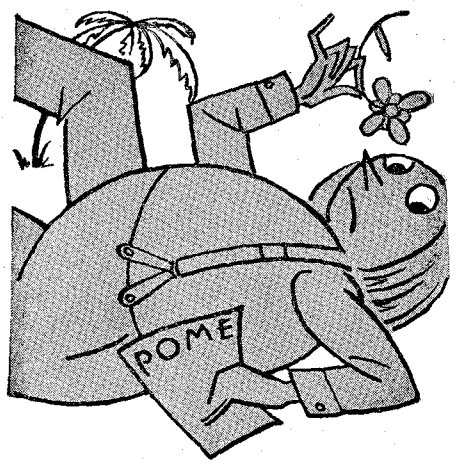


Dear Jim:

This isn't Mrs. Bob. It's me under a Costa Rican palm! I'm turning into a long-haired poet down here in this Crusoe country. Never saw such colors. Imagine a whole jungle of orchids! That's just about what we had out of Limon on the way up. Most beautiful mountain ride I ever saw. Feeling fine. Marvelous climate here in San Jose. And this new Gran Hotel is something to write about – it's no wonder that Costa Rica's proud of it.

Drop a line to the United Fruit Company – I forget the address*– and get the dope on their cruises to the Caribbean and West Indies. Do it before you get any older.

Bob

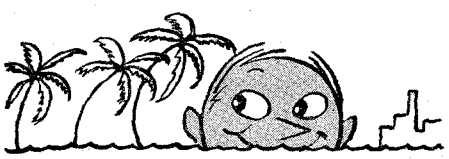
(*How could he? It's Pier 3, North River, Dept. F, New York, N. Y.)

GREAT WHITE FLEET

Three sailings weekly from New York and New Orleans

Cruises from New York 18 to 22 days —$145 and up.—From New Orleans 10 to 16 days—$100 and up.

N. B. Of course he raved. Bob was one of the happy fortunates on that de luxe Costa Rica Cruise. Stops at Miami; Havana; Port Antonio, and Kingston, Jamaica; Panama Canal Zone; and Costa Rica. $225. and up.



Anchors Aweigh! The S. S. Talamanca, first of our six new ships, will make her maiden trip from New York to San Francisco late in December. Stops at Miami, Havana, Kingston, Panama Canal, and Los Angeles. Write for details.

shore of this bay rises Croagh Patrick, upon whose summit St. Patrick prayed and banished the snakes from Ireland.

If we travel east instead of west from Cork or Rosslare, there is the south coast country extending to Waterford and Wexford with their colorful past.

The east coast route leads to Wicklow, "The Garden of Ireland," with Glendalough in the Valley of St. Kelvin.

Dublin, capital of the Irish Free State, is its eastern gateway, a city of diverse attractions. Within view of the city is Tara of the Kings, famed in song and story.

We may visit the Westmeath Lakes; Kilkenny with its famous castle, the cave of Dunmore, and the Valley of the Boyne.

For northern and northwestern Ireland we may enter Ulster either from the south or through its great eastern port, Belfast, or from northern ports, Larne and the walled city of Londonderry.

Belfast, the capital, with its industries, its parks and public buildings, offers much to the tourist.

If we go southward from it into the Down country, with its Mourne Mountains, we may visit Downpatrick, where the famous saint landed and was buried.

Only a few miles north lie the waters of Lough Neagh, and just south Armagh, religious capital of Ireland.

The captivating nine Glens of Antrim should be included in the Ulster itinerary.

From Belfast leads the unforgetable coast route to Carrickfergus and its twelfth-century castle; Larne, a port for Scotland, and through the cliff region to Portrush, with its neighboring Dunluce Castle, facing the sea, and approach to that natural wonder, the Giant's Causeway.

Braw Land o' the Scot

From London two famous trains are ready to whirl us northward to Scotland.

Dumfries welcomes us to the Burns country, with its associations of the great poet.

From here we may continue to Glasgow, commercial metropolis of Scotland.

Between Glasgow and Edinburgh lies the famous tour of the Trossachs.

From Carlisle the Scot country may be visited by taking the Waverley Route to Edinburgh, seeing en route Melrose Abbey and Abbotsford.

Edinburgh is Scotland's most fascinating city, with its "relics of the mighty past."

From Edinburgh the rugged north country calls us across the great Forth Bridge to Dunfermline with its memories of Bruce; Perth of Fair Maid and Dundee of marmalade fame, each gateways to the romantic Highlands. Aberdeen and its university, and Inverness, historic capital of the Highlands, invite us along the eastern and northern routes, while northwest of Edinburgh is Linlithgow with its palace of Mary Queen of Scots, and Stirling in the land of Wallace.

Sources of Travel Information

Great Western Railway of England
500 Fifth Avenue, New York

London and North Eastern Railway
11 West 42d Street, New York

London, Midland & Scottish Railway
200 Fifth Avenue, New York

Irish Tourist Association
Dublin, Ireland

Ulster Tourist Development Association
Belfast, Ireland

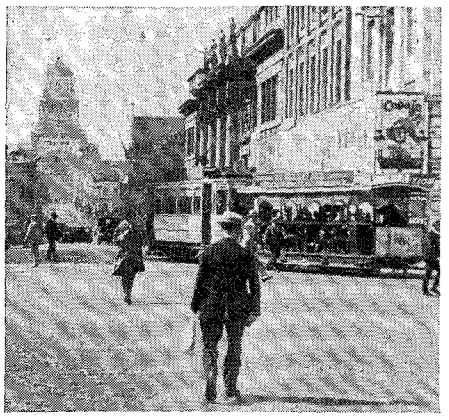
Great Southern Railway of Ireland
200 Fifth Avenue, New York

United States Lines; White Star Line; Cunard Line; Anchor Line; French Line; North German Lloyd Line; Hamburg-American Line, New York.

Tourist agencies arranging European Tours: The American Express Co.; Allen Tours, Inc.; Frank C. Clark; Thomas Cook & Son; Dean & Dawson, Ltd.; Franco-Belgique Tours; Frank Tourist Co.; International Wagon-Lits Co.; Mentor Tours Co.; National Tours; Raymond & Whitcomb Co.; Student Travel Club, Inc.; University Travel Service, New York; Travel Guild, Inc., Chicago.

In the Northlands

Skates may be flashing over Holland's canals and her tulip bulbs dormant, yet the attractions of her cities are perennial. So we may visit The Hague with its Royal and Peace Palaces; Amsterdam to see the Rembrandt House and diamond district; Rotterdam for its museum and Shrine of Erasmus; Delfshaven of Pilgrim associations; Utrecht the university city; Middleburg where old time Holland lives; Delft to see its famed pottery; Leyden of scholastic fame; Marken, inspiration of artists and other places. Full data are obtainable from the Holland-America Line, New York.



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The Old and New in Brussels

If Europe is a university then Belgium is one of its important classrooms. At Antwerp Rubens produced his masterpieces; at Bruges still stands the ancient church where met the Knights of the Golden Fleece; at Brussels we see the seat of government. Ghent's abbey, castle, cathedral and museum are inspiring; Liege, Louvain, and Malines awaken memories of the Great War. Details of travel may be had from the Red Star Line, New York.

Copenhagen welcomes us to Denmark, a city of varied interest, including Rosenborg Castle with its famous collection of silver; Thorvaldsen's Museum, Danish Parliament and Palace.

Denmark's near neighbor Sweden invites us to Stockholm the "Venice of the north" with its royal palace, museums, and galleries. Here in February are held the famous Northern Games. The Swedish State Railways, 551 Fifth Avenue, N. Y., and Swedish American Line provide travel information.

Continuing from Stockholm we may travel to Oslo, Norway's capital, and enjoy another land of tonic air, skis and snowshoes. Oslo's Parliament House, Royal Palace, theaters, shops and Viking relics with her February Winter Games attract visitors from the world over. The Norwegian Government Railways, 342 Madison Ave., N. Y., the Scandinavian Travel Bureau, 280 Broadway, are official sources of information, and from Norwegian America Line, and Scandinavian-American Line, New York.

Germany's White Season

Germany in winter offers a thoroughly diversified and well timed program of cultural entertainment, social events and winter sports. As the German Tourist Information Office says:

"Berlin, Munich, Dresden, Stuttgart, and Karlsruhe—capitals of the largest states of the Reich—or Hamburg, Cologne, Duesseldorf, and Leipzig all have opera and play houses. They also have museums and collections in which invaluable art treasures have accumulated through many

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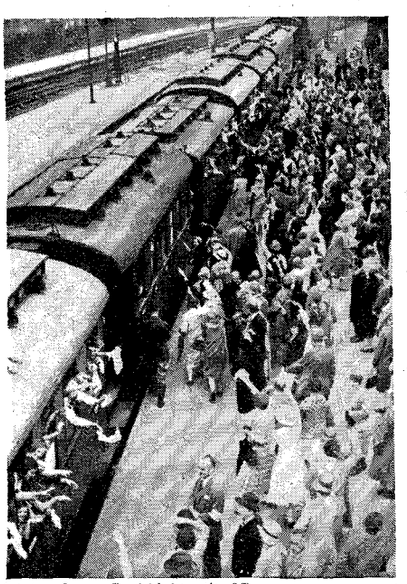
centuries; they have their glittering social affairs and carnival processions.

"But each city also is a headquarters for winter sports enthusiasts who, during the last few years, have been flocking to Germany from all parts of the world.

"Germany has, during the past decade, developed her winter sports facilities in a systematic manner, and she can now boast the largest number of ski jumps and bob runs, and on the Schneeferner Platt, the largest ski field anywhere.

"Germany is the classic land of music and health resorts. A moderate climate makes its retreats all-year-round playgrounds. The health-seeking and the pleasure-loving can enjoy the benefits



Courtesy German Tourist Information Office

Germany is Travel Minded

of its curative springs, its concerts and theaters.

"Three grand operas and theaters made famous by Reinhardt and others, collections like those in the recently opened Pergamum Museum, all capture and hold the interest of the visitor to Berlin. Much the colorful, jovial, art city of Bavaria, with its theaters and art shrines, is but a few hours from the 10,000 feet high peak of the Zugspitze and the long ranges of the Bavarian Alps with their winter sports.

"The Black Forest, Harz Mountains, Thuringia's splendid hills, the grotesque formations of the Riesengebirge, the far-flung dunes along the Baltic Sea are points that make the season of white sports one of the most enjoyable on the continent."

An illustrated, descriptive booklet entitled "Winter in Germany" is supplied by the German Tourist Information Bureau, 665 Fifth Avenue, New York.

Joyous Winter in Switzerland

Winter in Switzerland! The land of Christmas cards come true, a vision of pristine, scintillating beauty whose every aspect fills one with happiness and joy of living! Pure, sparkling snow everywhere! On the roofs it is piled like gigantic cushions, and with a glittering array of icicles every shrub and tree stands resplendent. Golden sunshine pours all day from a sky of sapphire blue, and the air, pure and dry, is as a tonic to tired bodies and minds. Excellent through-train service from every direction in Europe affords rapid access from fog-bound, shivering regions to the many mountain resorts where, in altitudes ranging from 3,000 to 6,000 feet, the ski-ing fields, ice rinks, toboggan, and

"Lastly," *said Stevenson*, giving his rules for a happy marriage,

"NO WOMAN should marry a man *who does not* SMOKE"

AND the words which follow indicate that by *smoking* Stevenson meant *smoking a pipe.*

"Whatever keeps a man in the front garden," he says, "whatever checks wandering fancy and all inordinate ambition, whatever makes for lounging and contentment, makes just so surely for domestic happiness."

Not *all* smoking makes for "lounging and contentment."

There is the quick, nervous smoke which is the characteristic reaction of our too speedy modern life. It has its place, but it is a *part* of our nervous strain, not an *antidote* to it.

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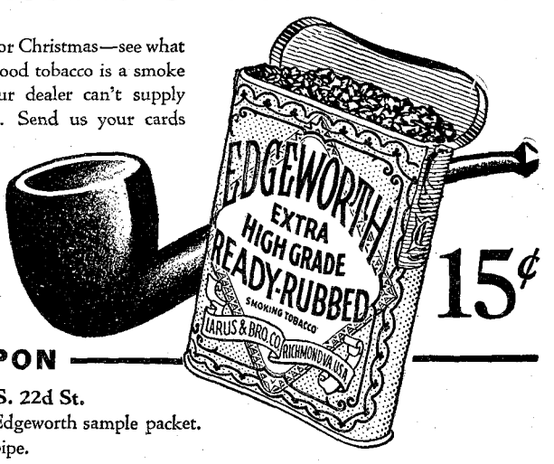

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bob-sleigh runs are not victims of a fitful temperature.

In the Jura region; in the Vaudois Alps; in Valais, where Zermatt has gained favor as a winter playground; along the picturesque railway which leads from Montreux to the Bernese Oberland; in the Bernese Oberland proper, high up to the distinguished alpine settlement on Jungfraujoch; in Central Switzerland, where Engelberg, Andermatt and the Rigi are leaders; and in the eastern part of the country, where the vast highlands of the Grisons form a crowning climax; everywhere, the season of white stands not only for sublime scenic beauty, but for an abundance of fascinating snow and ice sports.

In many of the foremost winter-sport centers there are convenient mountain railways which carry sport lovers to some spacious snow plateau, or start of a toboggan or bob-sleigh run, and the passengers can thus preserve their energy for the exhilarating joy of a rapid descent. The spectacular aerial line which leads from Gerschnialp above Engelberg to the Trübsee; the St. Moritz-Chantarella-Corviglia funiculars, and the Davos-Parsenn Railway, about to be inaugurated, are among the very newest of them.

(This sketch has been prepared for THE DIGEST by the Official Information Bureau of Switzerland, 475 Fifth Ave., New York.)

Happy Days in France

France, the happy land of travel, offers winter visitors diverse attractions.

Paris is, of course, essential in every itinerary. It offers entertainment in which culture and fun are mingled—the Louvre and the Folies Bergères, Notre Dame and the Champs Elysées, the Latin Quarter and Versailles.

Beyond Paris and her environs all of France extends a welcome. Tourist regions are outlined in the Official French Government Tourist booklet, "Seeing France."

"Beginning in the north, the Normandy coast and some of its interior resorts are much frequented in summer and also visited at other times of the year. Rouen is the chief tourist center between Havre and Paris . . . Deauville is too well known to need any description here; likewise Dieppe and other Normandy resorts.

"Southwest of Normany is Brittany, which begins on the east at Mont-St.-Michel, which, we may say, all American and other tourists wish to see. It is not far from Dinard and St. Malo. . . . At the extreme western point of Brittany is Brest, about eight hours by express 'rapide' train from Paris, the great French military port with salubrious and mild climate.

"After Normandy and Brittany, most tourists wish to see something of the 'Château Country,' and the best centers for doing so are Tours and Blois. Orleans is a most interesting city on the main line of railway between Paris and Blois and Tours. . . . The Cathedral is one of the most beautiful in France and the old houses of Orleans very interesting.

"All the country of Touraine is very beautiful. Interesting cities are: Saumur, Angers, Nantes.

"Proceeding further south, Bordeaux is soon reached by railway, then Arcachon, Dax, and Biarritz, with Saint-Jean-de-Luz a few miles further toward the Spanish border. Biarritz is an important tourist city, its Casino is open all year.

"Carcassonne is unique. Proceeding from there by train, the most important cities are, going east, Narbonne, Montpellier, then Nîmes, noted for its Roman ruins, an excellent tourist center for excursions; that to Avignon should be taken in any case.

"Auvergne, in what is called 'Le Massif Central' of France, is a beautiful district on a plateau, and Vichy is its chief resort.

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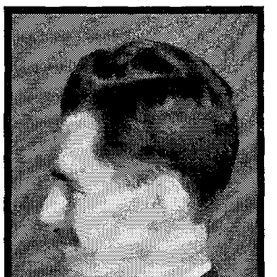

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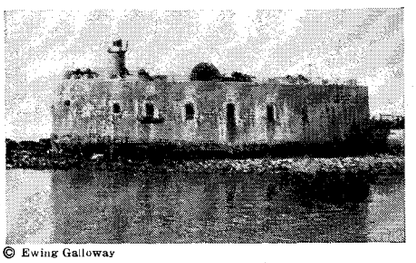
"To the east of Auvergne is the Valley of the Rhone, of which the chief city is Lyons."

For the winter visitor to France her famed Riviera is a region of delight:

"The ride along the shore of the Mediterranean between Marseilles and Nice is very beautiful, making short stops at (besides Cassis, Bandol, Toulon) Hyères-les-Pamiers (a favorite all-year resort of the English especially), Le Lavendou, Cavalière, Sainte-Maxime, St. Raphael, Agay, etc., and Cannes.



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Cherbourg's Old French Fort

"Nice, queen city of the French Riviera, needs no description here. Of all the many beautiful excursions to be made from Nice, that over the Grande Corniche to Menton and back via Monte Carlo and the 'lower Corniche Road' is the finest."

Complete travel data may be obtained from the Official French Government Tourist Office, 4 East Fifty-second St., New York, and the International Wagon-Lits, 701 Fifth Ave.; also from the French Line in New York.

La Bella Italia

"Eternal Rome!" exclaims the Italian Tourist Information Booklet, "Naples, with Pompeii silent in the sun and Vesuvius trailing a lazy plume across that turquoise sky; Florence of the Renaissance; Venice, lending her fourteen gorgeous centuries as a background for the Lido of to-day; Milan and the Scala. How can one afford to cross the Atlantic without visiting Italy?"

Suppose we enter this land by the harbor made famous by Columbus.

"Genoa, which resembles a vast amphitheater, whose marble palaces and flowering gardens are mirrored in the sea, is the dividing point of the two Italian Rivieras, viz. the Western Riviera (Ponente), which stretches as far as Ventimiglia, and the Eastern Riviera (Levant), whose winding and picturesque shores reach as far as the Tuscan coast."

On the western shore we find Arenzano amidst its olive groves, citrons and palms; the gay bathing resort of Alassio; San Remo, the sophisticated; and Bordighera's smart shops, villas, and lovely gardens. At Ventimiglia begins the French Riviera.

East of Genoa we enter Rapallo, with its cosmopolitan smart set; Sestri Levant on its pine-clad peninsula; Spezia basking in peace under the Italian sun; Viareggio offering a superb beach, whence we may go inland to Pisa with its leaning tower.

Further down the coast stands Rome, the objective of every tourist. Here are marvels of the ancient world, the Forum, Colosseum, Pantheon, and modern Vatican City, world capital of the Catholic faith.

Beyond lies Naples, facing its inimitable bay, with Pompeii and Vesuvius near by, and Capri with its Blue Grotto opposite Sorrento. From Naples we may sail to Sicily, and from Palermo visit Greek and Roman antiquities.

Retracing our steps, we may travel through central Italy to Florence, where we follow the footsteps of Dante, and to Milan for its renowned cathedral.

Milan is an easy approach to the celebrated Italian and Italio-Swiss lakes. We read in the official booklet:

"On Como, Maggiore, and Garda there

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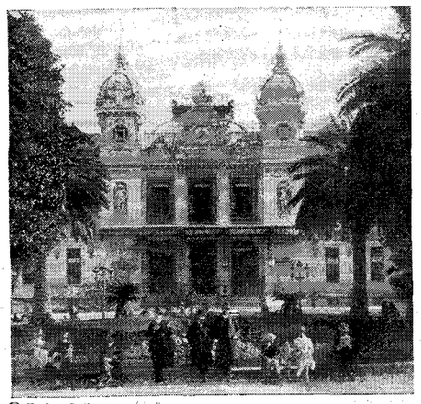
are resorts with a delightful winter climate."

Eastward from Milan travel routes lead the expectant tourist to Venice, "the city in the sea," famed in song, story, and art, and its fashionable seaside resort, the Lido. From Venice we may continue to attractive Trieste.

South of Venice extends the Adriatic Riviera, a delightful region for winter



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Monte Carlo's Famed Casino

pleasures at such places as Ravenna, Rimini, Anconia, and others.

Information on every item of travel is obtainable from the Italian Tourist Information Office, 745 Fifth Avenue, New York, or from the Navigazione Generale Italiana; the Lloyd Sabaudo Line, and the Cosulich Line.

Central Europe

Generations of tourists have come to Austria's mountains, lakes, rivers, and famous cities.

WHAT TO SEE IN AUSTRIA

"The Blue Danube flows through eight states or along their borders," says the official description. "Castles and ruins dot the banks at various points high above the river."

Notable border cities welcome us. "Innsbruck, the capital of Tyrol, is a tourist center. Salzburg, according to the great traveler Humboldt, is one of the most beautiful towns in the world."

Vienna is center of culture and music.

Baden, near Vienna, is a notable spa and pleasure resort. Semmering, also near the capital, is a hotel colony amid lofty mountains.

For detailed information about Austria, the Austrian Tourist Office, 400 Madison Ave., New York, should be consulted.

CZECHO-SLOVAKIA OFFERS

As the official pronouncement says: "The Czecho-Slovak Republic is indisputably worth seeing. . . . Its glorious and historical past, and the present high cultural standards of all classes of the population, are reflected in the capital, Prague. . . . Its health resorts have long been appreciated. Thus Carlsbad and Teplitz in Bohemia and the Slovak hot springs at Trenčhianské Teplice and Piešťany have enjoyed an international reputation for centuries. New watering places include Marienbad, Franzensbad, both near Carlsbad, and Joachimstal, in whose uranic ores the Curies discovered the richest source of radium emanations." The Bohemian Forest, lake district, Elbe hills, and caves of the Karst in Moravia are natural attractions. Travel details are obtainable from Czecho-Slovak State Railways, 701 Fifth Ave., New York.

THE APPEAL OF HUNGARY

"Budapest," says the official description, "the capital and largest town of Hungary, is one of the most beautifully situated and healthiest towns of Europe.

"A specialty of Budapest is its greatest complex of healing baths in the world. . . . The opera, light opera and dramatic theaters are first-class."

Detailed travel information on Hungary is obtainable from the Amerop Travel Service, Inc., 574 Fifth Ave., New York.

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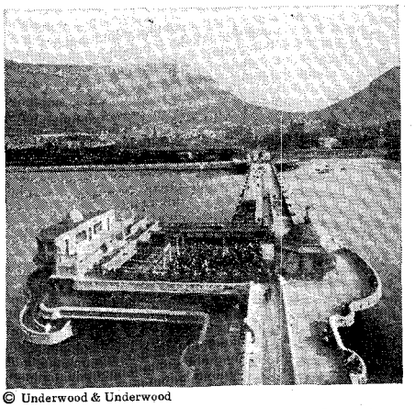
POLAND'S INSPIRATIONS

From Danzig or the new port of Gdynia we may enter Poland, which has a background of culture and heroism conspicuous among all nations. Warsaw, with its superb Wilanov Palace, its choice art collections, rewards us with attractions.

Along the Valley of the Vistula we continue to Cracow, with its university, founded in 1364, its memories of Copernicus, and its Kosciusko Memorial Hill.

The Golden Chapel of Posen's eighteenth century cathedral and the ancient buildings of Vilna are other objects of interest, while the Za Kopane region of the Tatra Mountains contains inspiring scenery.

The American Polish Chamber of Commerce, 149 East 67th Street, N. Y., also the Baltic-America Line, supply travel helps.



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Capetown—Gateway to South Africa

FABLED GREECE

Across the borders of Jugo-Slavia lie the fabled lands of Greece. To quote from the Hellenic Information Bureau:

"It is an inspiration to roam through the haunts of Agamemnon and Ulysses, Diogenes, and Socrates, Pericles and Demosthenes.

"The Parthenon by moonlight, a sunset at Sunium, or the view from the Sacred Precinct at Delphi, would alone be ample payment for the voyage to Greece."

For our visit to Greece we may obtain helpful information from the Hellenic Information Bureau, National Press Building, Washington, D. C.

Spain the Colorful

"A distinctive color, a peculiar life, a characteristic architecture which combine into an atmosphere that distinguishes it from all the rest of Europe," says Albert B. Osborne of Spain in his book, "Finding the Worth-While in Europe."

Roman, Goth, and Moor have roamed this domain, leaving for us imperishable reminders of their dramatic passing. Here too are scenes of unusual interest to Americans, for our own country had its very beginnings in Spain.

Let us come then to Madrid, rendezvous of all tourists, and visit its Parliament Building in the Plaza de las Cortes, the Prado Museum, shops and cafés.

Beyond the capital many places beckon. We should visit the Escorial, for its cathedral, monastery, and pantheon of the kings of Spain, all in one vast structure.

Famed cities urge us beyond: Toledo, rich in Gothic, Moorish, and Christian architecture; Cordoba, with quaint leather shops, ancient mosque, and Roman bridge; romantic Seville, Andalusian capital; Granada and the immortal Alhambra, last stronghold of the Moors; Barcelona, radiating sunshine and gaiety amid her busy commerce; Valencia in its land of flowers; Cadiz, the white city beside a blue sea.

Information on Spain may be obtained from the Spanish Tourist Information Office, 695 Fifth Avenue, New York, or from the Spanish Transatlantic Line.

Charms of Africa

Africa's lands bordering the Mediterranean offer unusual experiences for the winter traveler. To explore these regions is like a journey through the Arabian Nights.

If we begin with Morocco, Casablanca is a tourist headquarters for trips to the marts of Rabat and the Sultan's Palace at Fez.

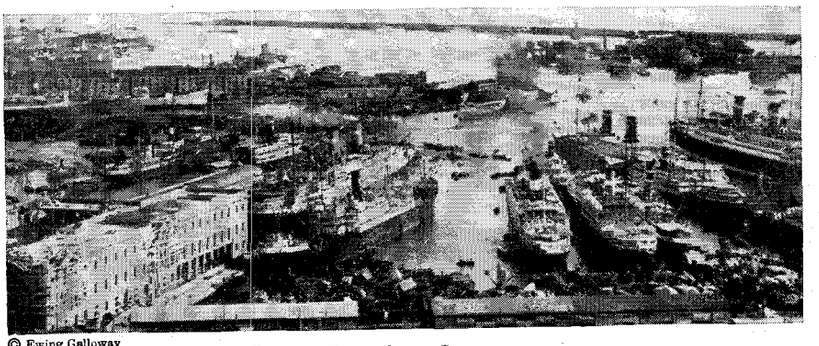
Adventuresome desert and other motor tours, so different from any others in the world, offer real travel thrills.

The French Line through its North African Motor Tour Organization offers these tours through Algeria, Morocco, and Tunisia. Thousands of miles of perfect roads are covered in luxurious motor-cars and specially constructed motor-vehicles for desert crossings. Forty-six modern hotels provide accommodations.

Egypt, the inscrutable, beckons us up its river of mystery, the Nile, to Cairo with its Sphinx and Pyramids. Cairo, too, is a rail approach to Jerusalem and the Holy Land.

Into the heart of Egypt the Nile reaches to its head of navigation at Assuan.

On one of the spacious river fleet operated by Thomas Cook & Son, or by comfortable steamer of the Anglo-American Nile and Tourist Company, of which the American Express is representative. We may visit Luxor, Karnak, The Tombs,



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Genoa Breathes Commerce

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Temple of Philae and other scenes of past ages.

Flowing along the Nubian Desert the Blue Nile leads us into the Sudan. From Khartum the White Nile flows beyond. Southward lie the big game hunting regions of Kenya Colony, Narobi being its safari outfitting point, Mombasa, Kenya's port.

Then follow the vast stretches of the Tanganyika Country, with Dar-Es-Salaam and Zanzibar, coast ports.

Rhodesia welcomes us to South Africa with summer from October to March.

Here Victoria Falls and the Great Zimbabwe Ruins are travel objectives.

Much of South Africa's attraction lies in her cities such as Pretoria, Johannesburg the gold mining center, Kimberly of diamond fame; Durban, Natal Coast resort; Pietermaritzburg just inland; Port Elizabeth, holiday resort, and then, beyond, the Cape of Good Hope, Capetown the mother city, of the Union of South Africa.

Detailed information may be obtained from tourist agencies, the French Line; the Union-Castle Line and the American South African Line from New York to South Africa, and the American West African Line to West Coast ports.

SPECIAL EUROPEAN CRUISES

Round the world cruises will be made by *S. S. Resolute* of Hamburg-American Line, leaving New York, January 6th; while Cunard Line's *S. S. Franconia*, under auspices Thomas Cook & Son, sails January 9. Regular round the world fortnightly service is provided by the Dollar Steamship Lines.

There is a choice of attractive Mediterranean cruises this season offered by French Line, Canadian Pacific Steamships, Cunard Line, Hamburg-American Line, Holland-America Line, National Tours, Inc., North German Lloyd, White Star Line and special winter voyages of the Navigazione Generale Italiana and Lloyd Sabaudo Line, Cosulich Line and Fabre Line.

Winter Sports Events

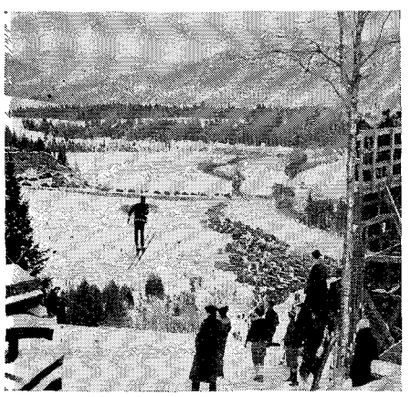
Winter sports devotees will gather at Lake Placid in the Adirondacks February 4-13 for the Third Olympic Winter Games. Representatives of twenty-five nations will participate.

Lake Placid is reached by rail over the New York Central System and the Delaware and Hudson Railroad.

Among New England towns where carnivals will take place this winter are Deerfield, Bradford, Derry, Ashburnham, Gardner, Greenfield, Winchendon, Lancaster, and Williamstown in Massachusetts; Claremont, Durham, Littleton, Laconia, Meredith, Warner, Hanover, Tilton, Berlin, Lebanon, Plymouth, Wolfboro, and Colebrook in New Hampshire; Newport, Brattleboro, Northfield, Bellows Falls, Springfield, St. Johnsbury, and Rutland in Vermont; Auburn and Rumford in Maine.

Details are obtainable from the New England Council, Boston.

From the historic heights of Quebec to Mount Royal at Montreal, and Banff in the Rockies, Canada will stage her winter sports programs. Complete information is obtainable from the Canadian National Railways and the Canadian Pacific Railway.



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Courtesy of the Olympic Winter Games Committee

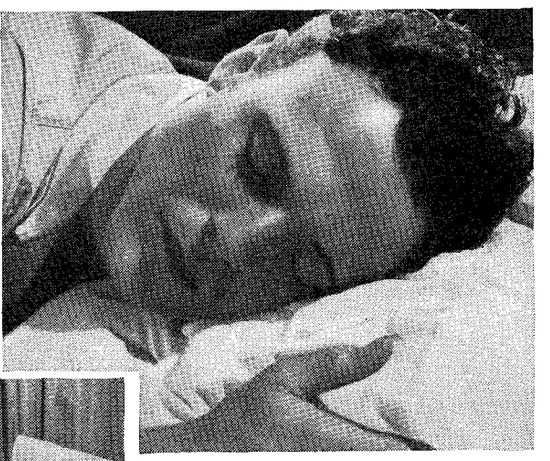
Lake Placid's Lofty Ski Jump

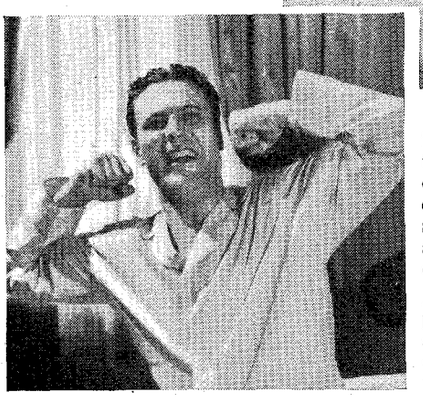
SLEEP TONIGHT

This Instant, Drugless Way

Feel Like a New Person Tomorrow

Now—an instant way to get 8 hours' sound sleep at night entirely without drugs. Brings clear-eyed mornings and energetic days





Now—you can say "good-bye" to sleepless nights—banish heavy-eyed mornings!

For a way has been found to induce instant sleep—entirely without drugs. A way that brings sleep so naturally that 20,000 physicians endorse it.

It is not a medicine in any sense of the word. It is as free of drugs as the bread you eat or the milk you drink!

The sleep it brings is *natural*—far different from artificial sleep and the lethargy following the use of sleep-producing drugs.

It is a delicious food-drink you take at night a few minutes before you go to bed. You fall asleep almost as soon as your head touches the pillow. And sleep 8 hours as soundly as a child.

In the morning you awake completely refreshed, in body and mind. Your whole being is re-charged with new vitality.

It Does These 3 Things

The name of this remarkable product is Ovaltine—discovered in Switzerland by a scientist of international fame. During the World War it was made a standard ration for invalid, nerve-shattered soldiers. It does three things no other food-combination in the world will do.

First, it induces sound, restful sleep by a *natural* process.

Second, it rebuilds worn-out nerve and body cells. In addition to other valuable food elements, Ovaltine contains in concentrated form a natural vital property called "lecithin," which is the important part of nerve and brain tissue. And these special food properties rebuild nerve, brain and body tissues as you sleep.

Third, Ovaltine aids digestion. This is due to the fact that it contains a high proportion of a food element known as diastase—an element which has the power to digest the starch content of other foods in your stomach. Thus lifting a great burden from your digestive organs.

Also, by stimulating and aiding digestive processes, Ovaltine tends to draw blood away from the head. And helps reduce the congestion that is present in brain capillaries when a person lies awake at night thinking and worrying instead of sleeping.

Thus, a state of mental calm is induced. And normal sleep follows quickly

Start Tonight

So try Ovaltine tonight. See how quickly—how naturally and normally—you fall asleep.

In the morning, you'll feel like a new person. Fresh—alert—clear-eyed.

Your whole appearance will reflect the result of the restful sleep you've had. And a few weeks' use of Ovaltine will show an extremely gratifying health-result. A health-result manifested by steadier nerves—stronger digestion—and buoyant energy that increases day by day.

'Phone your druggist or grocer for a tin of Ovaltine today. Mix 2 to 4 teaspoonfuls in a glass of warm milk and drink it just before you go to bed tonight.

(Note) Thousands of nervous people, men and women, are using Ovaltine to restore vitality when fatigued. It is also widely recommended by physicians for nervous, underweight children, nursing mothers, convalescents and the aged.

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City.....*State*.....
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Canadian Dollars Rush to Serve Canada

EVERY CANADIAN PROVINCE from coast to coast, say the Canadian papers, may well feel proud of the way the Canadian National Service Loan went over the top.

Here is *The Telegraph-Journal* in St. John, New Brunswick, declaring that this should help Canada to climb back to prosperity, while over across the continent the Vancouver *Province* extols the way the Canadian people have built for their Government a bridge of dollars "across the morass of depression." And in the Dominion Capital the Ottawa *Journal* uses another figure in suggesting that this may be "the knockout blow for whatever remains of depression."

In an editorial foreword summarizing a collection of statements by Canadian financial and industrial leaders, the Toronto *Mail and Empire* says they "agree that the bottom of the depression, judged by history, experience, and price-trends in other depressions, has been reached; that the upturn is at hand; that Canada is in a better position than any other nation, and that the Dominion should be in the world's forefront of the return to prosperity."

The loan was an issue of $150,000,000 of 5 per cent. bonds, offered in two maturities, the choice of which is optional to the subscriber: November, 1936, and November, 1941, respectively. The five-year bonds come in denominations as low as $100. They are issued at a slight discount so that the five-year bonds will yield 5.17 per cent., and the ten-year ones 5.13. The people of Canada had twenty days to subscribe to the bonds, but in eight days they had subscribed for $65,000,000 more than was asked, and the books were closed.

"The Maple Leaf Forever"

Canada (to Canada): "Congratulations, my boy. You have shown the world something."

—Racey in the Montreal "Star."

And what a campaign it was, with a special letter from the Prime Minister to begin with, radio speeches from political leaders, and the newspapers making the loan first-page stuff. In St. James Street, Montreal, the Wall Street of Canada, the slogan was "Profitable patriotism!" Not since the War Loan days has there been such "humming of interest beneath the exterior calm of the old gray street"— that's the Montreal *Star's* phrase. There was a nation-wide non-partizan committee to manage the loan.

A COMPARABLE achievement, writes V. M. Kipp in one of his Ottawa letters to the New York *Times*, would be for the people of the United States to subscribe to a government loan of more than $2,500,000,000, without the participation of American banks. The money is to be used, according to the official circular, "to promote the economic and financial welfare of Canada." Obviously, remarks Mr. Kipp:

> A great deal more cash could have been obtained if the full period had been utilized for the campaign, but the Government had decided that $150,000,000 would see it through the present winter, and enable it to meet its obligations in respect to the ordinary services of the Dominion, and the extraordinary obligations incurred by unemployment and distress.
>
> It is the hope that this cash will permit the Government to carry on until improved trade and reviving revenues once more balance receipts and inescapable expenditures. If it does not do this, perhaps another loan will be necessary next year, and certainly there is more money, in abundance, available, but in the meantime the Government desired to borrow no more than was absolutely essential.

THE subscriptions, particularly for the smaller denominations of bonds, came from every part of the country—

> Citizens saw in the domestic loan a national duty as well as an opportunity for safe investment at a rate of interest which proved an inducement sufficient to attract a considerable amount of American money into the issue.
>
> While the Canadian Pacific Railway bought bonds to the extent of $5,000,000, and the insurance companies and other great corporations invested freely, it was the masses who assured the success of the enterprise. There was a gratifying response from Western Canada, where, it was revealed, are important cash reserves in the hands of the people after two years of low-priced crops.
>
> Financiers, public men, and writers draw many lessons from the success of the National Service issue. It is, they say, a gratifying expression of confidence in the future of Canada and the soundness of her government and her economic structure. It is a magnificent demonstration of national unity of purpose, and striking evidence of determination that works of public necessity shall be carried on and unfortunate citizens provided for. It is called a national declaration of faith and financial virility, which will call to the attention of the world the fact that Canada at last is able to finance herself; and so it is an assurance of capacity and confidence and self-reliance of far more than domestic significance.

A touch of criticism appears in the Vancouver *Sun's* suggestion that the Federal Government was a bit too generous, and that the $150,000,000 bond issue would have been grabbed up just as avidly at 4 per cent. as at 5. But the Montreal *Star* explains that because the Canadian dollar is at a discount, it is practically impossible to borrow either in New York or London. The loan is for the short term of five and ten years—very short for a government loan—"because by five years the Government confidently expects the depression to be over, international exchange to be back to normal, the money markets of the world to be open, and Canada to be able to borrow money at much less than 5 per cent."

SUMMARIZING a statement made by the Acting Minister of Finance over the radio, the St. John (N. B.) *Telegraph-Journal* explains that a portion of the money is needed for refunding purposes, another portion for harbor loans, including that for St. John, another to assist the provinces, especially those in the West, including the wheat bonus, another to relieve unemployment, and still another for Canadian National Railway and Dominion services.

This loan, the New Brunswick daily adds, is further proof

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of the way Canada is learning to finance herself.

Making the same point, the Ottawa *Journal* reminds us that without counting the new loan, "76 per cent. of the funded debt of the Dominion is payable in Canada, 11 per cent. in New York, and 13 per cent. in London."

THE success of the loan, together with the census showing that Canada's population is now over 10,000,000, leads the New York *Times* to reflect that "since the World War the development of Canada's resources has given promise of an expansion not dreamed of at the beginning of the century":

Her wheat lands produce ever larger crops.

She has become the second largest gold producer in the world.

Including buildings and machinery, agricultural resources were valued at 7,978,633,000 in 1929.

In 1929-30, gold production was $39,-40,722. The total will be exceeded in 931.

Copper produced in 1929 was worth 43,411,032, and nickel, $27,115,443. In ie Diamond Jubilee year, 1927, Canada roduced 90 per cent. of the world's ickel, 85 per cent. of its asbestos, 55 per nt. of its cobalt.

Pitchblende, a base of radium, has lately en discovered in the Great Bear Lake strict in rich veins.

The future of the mineral industry in anada is so full of promise that optimistic recasts no longer appear extravagant.

Her lumber industry and her pulp-and-per industry employ many thousands. he value of the fisheries in 1929 was 3,518,521.

Uncle Sam's Investments

PRIVATE investors who are dismayed by the reduction in their incomes from road and foreign bonds may take some solation from the thought that they are t alone in their misery.

Indeed, continues Eugene M. Lokey in New York *Times* column of financial nment, they have such distinguished npany as the United States Government lf:

The statement of securities owned by the vernment, published by the Treasury, closes that apart from the $11,062,897,-3 of funded European war debts, Uncle n has put his money into $192,601,297 Russian obligations, representing ad-nces made during and after the war to predecessors of the present Soviet vernment, and holds $386,479,500 of man bonds.

n the domestic field the Government has ,352,560 of assorted railroad securities, uding $14,443,887 of the Seaboard Air e, now in receivership. Incidentally, till holds $10,000 of the capital stock he War Finance Corporation, which it ow proposed to revive.

Whether the $423,540,032 of notes re-ed by the Federal Farm Board against standing advances ought also to be ed in the "slow and doubtful assets" umn depends, perhaps, upon the future ommodity prices.

TO THAT *ONE* IN EVERY FAMILY

who decides what to do

IN every family there is someone—an uncle perhaps, or an older brother or sister—who is thought to be a little more resourceful than the others. Will this "someone," relied upon in every emergency, know what to do when faced with the many details of funeral arrangements?

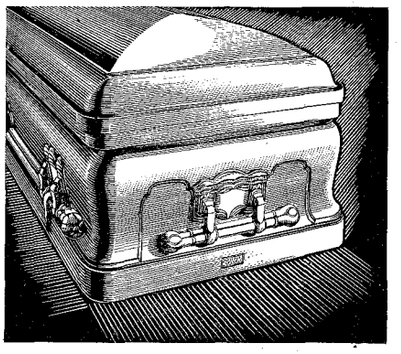
The funeral director, for example, must be selected with the greatest care, for his is an extremely intimate service. Equally important, and often more difficult, is the matter of choosing an appropriate casket. How is one to know that in this, as in more familiar purchases, one is receiving good value for one's money?

If you choose a funeral director who furnishes National Caskets, you have done much to solve both problems. For when you choose a National Casket, whether costly or inexpensive, a record of over fifty years of honest manufacturing assures you of true and lasting quality in design, materials and workmanship. And it is reasonable to suppose that a man carrying such high-quality merchandise has equally high standards of service.

You will find further valuable information in our booklet, "Funeral Facts." Everyone should have a copy—if only to put away until needed. Heads of families in particular will want to read this valuable booklet. Funeral directors who sell National Caskets have copies. Or write Dept. D-12, 60 Massachusetts Ave., Boston, Mass.

National Metal Caskets cost no more. They are available in a wide variety of styles in every grade and at every price. These designs, as well as National Caskets covered with rich textiles or made of polished hardwood, are sold only through funeral directors. The National trademark appears on the end of every National Casket. It specifies material and guarantees quality. Ask your funeral director to point it out.

NATIONAL CASKET COMPANY, INC. INGOT ARMCO IRON



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How the Rate Increase Will Help the Railroads

SOME of the gloom which has been hanging over the railroads, thicker than ever since the Wabash receivership, has been dispelled, so it would seem, by the fact that they can now go ahead and raise rates.

The Interstate Commerce Commission's decision is hailed in Wall Street, so the papers tell us, as one of the most constructive moves ever made by that body.

Our readers will remember that the Commission's original decision on the rate case was to let the roads have about $125,000,000 in additional revenue, provided the resultant income be pooled to meet the immediate necessities of lines which were confronted with the necessity of defaulting on bond interest payments.

The railroads took a long time to think this over—from October 16 to November 19. Then they had an idea of their own, which they put up to the Commission.

This was the formation of a credit corporation which would make loans to the needy roads from the revenue derived from the emergency increases. On December 7 the Commission decided to let the roads go ahead on this basis.

The pool idea was dropt because the Commission—or rather a majority of five out of nine members—is in doubt about its authority to enforce it, and also because it desires to avoid delays that would be injurious to both carriers and the general public. As Clarence L. Linz points out in a Washington dispatch to the New York *Journal of Commerce*—

Since loans by and between common carriers, as such, have not been included within the jurisdiction conferred upon the Commission by Congress, the Commission will neither approve nor disapprove either the loaning plan or the agency the carriers say they expect and intend to use in making the plan effective.

However, it warned the carriers that it will rely upon them to apply the funds to be derived from the authorized increases in rates in aid of the financially weak railroads.

THEN as Lawrence Sullivan explains in the Washington *Post:*

No carrier already in default on its fixt charges, or in the hands of receivers, will be eligible for loans from the Credit Corporation, but as regards all participating solvent roads the Corporation will seek to use the fund to prevent defaults on debt charges. The loans would be made for a period not exceeding two years, and would be renewable for a like period.

Mr. Sullivan also reminds us that—

In its decision of October 16, rejecting the carriers' petition for a horizontal increase of 15 per cent. in all freight rates, the I. C. C. authorized increases of one cent per 100 pounds in refined petroleum products, brick, fertilizers, and a long list of secondary agricultural products, including citrus fruits, melons, peanuts, and vegetable oils.

Modified increases of six cents a ton [instead of the dollar-per-car rate in the October decision] apply to coal and coke, mineral ores of all kinds, stone, gravel, and lumber products. The increases of twelve cents a ton [also instead of the earlier dollar-per-car rate] apply to crude petroleum, pig-iron, scrap-iron, asphalt, artificial stone, and kindred products. The basic agricultural commodities are exempted from increases, but an increase of two cents per hundred pounds was authorized on all less-than-carload consignments.

IN an attempt to determine effects of the new plan—which is expected to go into effect January 1 and carry on to March, 1933, when the rate increases expire—*The Wall Street Journal* discourses thus:

While the surcharges may prove to be of no immediate cash benefit to heavy contributors to the pool, in the long run they should realize substantial benefits from the increased rates when loans are repaid and the pool dissolved.

It is difficult to make any estimate of what individual carriers will benefit most from the surcharges, but certainly such carriers as the Virginian, the Chesapeake and Ohio, and the Norfolk and Western should be important contributors to the pool. Coal is the mainstay of their traffic and increases, on a tonnage basis, equal to $3 an average railroad coal-car, were granted.

Great Northern should benefit from the increase granted on iron-ore tonnage, and the Atlantic Coast Line, the Seaboard, the Atchison, and other carriers from the increase granted on oranges, grapefruit, lemons, and citrus fruits.

TWO aspects of the Commission's action are distinctly favorable to both the railroads and the public interest, says *The Wall Street Journal:*

It affords the carriers the benefit of an emergency increase in revenues which may amount to $100,000,000 annually, probably enough to protect the deficit roads from embarrassment; also, it relinquishes the authority the Commission impliedly assumed to attach extra-legal conditions, of its own making, to the collection of revenues required to sustain a solvent transportation service.

"Even with the rate increase, and after a wage cut, individual railroads will need further help to tide over the depression without being put into the hands of the court on account of insolvency," declares the New York *Journal of Commerce*, which suggests that President Hoover's new finance corporation may help, and perhaps the knowledge of this "convinced the Interstate Commerce Commission that insistence upon its original pooling plan was no longer necessary."

The most severe criticism of the plan comes from Commissioner Eastman in his dissenting opinion. He says in part:

Apart from the fact that a sound plan being exchanged for an inferior substitute it is a matter of great regret that the carriers have shown an inability to grasp the idea which the Supreme Court has recognized and voiced with such clarity and strength, namely, that the railroads are interrelated and mutually dependent parts of a national transportation system.

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THE LEXICOGRAPHER'S EASY CHAIR

(TITLE REGISTERED IN U. S. PATENT OFFICE)

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers who require immediate attention will receive it if they enclose a stamped return envelop. No notice will be taken of anonymous communications.

beside, besides.—"P. M. W.," Reading, Pa.—Distinguish carefully between these words. "There were two *beside* him" (*i. e.*, by the side of him); "There were two *besides* him" (*i. e.*, in addition to him).

caliber.—"F. G. A.," Medford, Mass.—This word primarily denotes the size of the bore of a gun or the diameter of a bullet, but has been used figuratively and erroneously to characterize the quality of work, which should not be measured by such means. *Caliber*, in its figurative sense, is used of intellectual endowments or capacity of mind. We may speak of an intellectual man as one of "high caliber," but work should be characterized as "good," "bad," or "indifferent," such as the case in mind may be.

diamond.—"R. A.," Miami, Fla.—The pronunciation uniformly noted by modern dictionaries is *dai'a-mand*—*ai* as in *aisle*, *a's* as in *final*. Formerly, as by Sheridan (1780), Jones (1798), Enfield (1807), and Knowles (1835), the pronunciation was rendered as a dissyllable, *dai'mund* (*ai* as in *aisle*, *u* as in *but*). By Shakespeare both forms were used, with a preponderance of the trisyllabic form employed by Spenser and Milton; the dissyllable may be found in Pope, Cowper, Keats, and others.

duty, obligation.—"A. K.," New York City.—There is a wide difference in the meanings of these words. *Duty* is that which one performs as a *moral* obligation; *obligation* is that which one is bound, as by bond, or compelled to do. One has a *duty* to perform as a citizen; another is under *obligation* to pay a debt. Moved by a sense of *duty* a man, traduced by those nearest to him, may work for them, but in view of their actions is not under obligation to do so.

especial, special.—"T. B. F.," Alexandria, Va.—The distinction between these words is often a fine one. *Especial* singles out a quality or an object from others of the same kind; as, an *especial* charm. *Special* conveys the idea of having some particular or remarkable characteristic; as, a *special* announcement.

madam, madame.—"M. B. N.," Bellerose, L. I.—The first is English; the second French. The plural of the first word is formed by adding *s*, *madams;* that of the second word is written *mesdames*, and the latter is generally used by educated persons in addressing a firm consisting of ladies.

memory.—"W. M. A.," London, England.—The correct pronunciation is *mem'o-ri*—*e* as in *get*, *o* as in *obey*, *i* as in *habit*. Sometimes the *o* is so weakened as to approximate in sound that of *o* in "atom." This weakness was indicated by Sheridan in 1780 and by Scott in 1797. By Kenrick (1773) the *o* was recorded as having the same sound as it has in "nor."

old adage.—"G. A. R.," Pawtucket, R. I.—As an *adage* is an *old* saying that has become accepted by long use, to speak of "an *old adage*" is to be guilty of tautology.

puttee.—"H. O.," West Lebanon, N. Y.—The correct pronunciation is *put'i*—*u* as in *but*, *i* as in *habit*. A *puttee* is a gaiter-like bandage as of canvas, cloth, or leather, worn on the leg from the knee to the ankle by soldiers, sportsmen, and sometimes by pedestrians.

sheeny.—"E. S.," New York City.—This word is of obscure origin. It is used in Russian, Polish, and Czech, in which languages it is pronounced *zheed*. It is used to mean "having a sheen; glistening; shining," and its use to designate a Jew is vulgar and should be avoided.

It came into English literature in Number V of "The Spirit of Public Journals" for 1824 (p. 18) in a report of the doings of Bow Street Police Station, London. It occurs again in Egan's famous work upon pugilism called "Boxiana," published in 1828, and since then has been used in the language by various writers, including Foreman and Kipling.

sojourn.—"E. R. H.," Attleboro, Mass.—This word, with the meaning "to have a residence, definite tho temporary, in some place that is not one's home," was once obsolescent, but is now revived as supplying a lexical blank. *Sojourn* is incomparably better than the colloquial *stop*, which may imply merely momentary cessation of motion, and does not properly express even temporary residence. The word is more specific than *stay*, which may apply to a delay of an *hour* between trains or the passing of a night. There is no other single English word to express the kind of residence expressed by *sojourn*.

The pronunciation for both the noun and verb is *so'jurn* (*o* as in *go*, *u* as in *burn*), or *so-jurn'* (*o* as in *obey*, *u* as in *burn*). The first pronunciation is indicated uniformly by American, English, and Scottish dictionaries.

Now...For Indigestion Just Eat Delicious "TUMS" [antacid mints]

JOE, the waiter, couldn't believe his ears when his old customer ordered hamburger, onions, hot biscuits, mince pie and coffee—just the very foods he had to avoid for months. "Why, Mr. Walters," he protested, "I thought you were on a diet?"

"Sure I'm on a diet, Joe—everything that's good to eat! No more doing without my favorite foods—no sir, not since I discovered Tums!" And Walters then went on to explain how by simply eating three or four Tums after meals he could eat any foods he liked without fear of indigestion, heartburn, sour stomach, acidity and gas. "What's more, Joe, I can now enjoy smoking without fear of discomfort!"

Almost everyone (about 7 out of every 10 Americans) at times suffers from indigestion. Wrong food combinations, hasty eating, nervous strain, and excessive smoking are common causes. Many people say that the very foods they like best often bring on a nauseating, gassy fullness or a sour, burning sensation.

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Thousands of people are buying Tums *in the convenient $1.00 box containing 12 rolls—thus getting 2 rolls free.*

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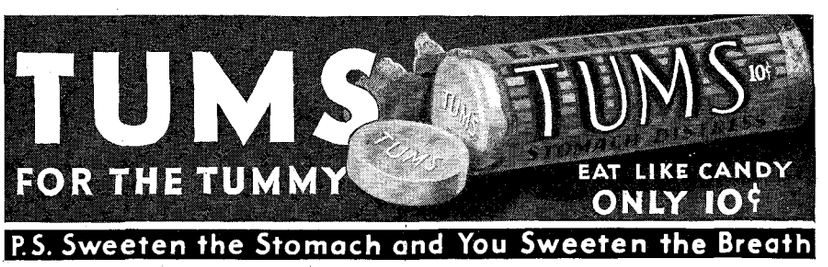

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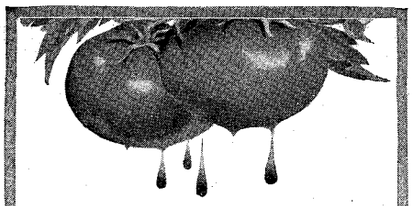

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He'll Have to Walk.—BRIDEGROOM—"I thee endow with all my worldly goods."

HIS FATHER—"There goes his bicycle!"—*Lampoon.*

Call the Waiter.—

Mary had a little lamb.
What will you have?
—*Buffalo Evening News.*

New Alibi.—"What do you mean by coming home at this hour?"

"I didn't mean to come home at this hour, but the darn place was raided!"—*Judge.*

Give Him a Broom.—Every man in this college could get a job with the city if he wanted it!

Isn't that a rather sweeping statement?—*Cajoler.*

Get Down and Dig.—FOOTBALL COACH (to players)—"And remember that football develops individuality, initiative, and leadership. Now get in here and do exactly as I tell you."—*Life.*

She Got a Plenty.—AUNTIE—"What did little Margaret get at the birthday party?"

MOTHER—"Three books, four handkerchiefs, and the measles."—*Boston Transcript.*

Elegy in a Traffic Jam.—

The curfew tolls the knell of parting day,
A line of cars winds slowly o'er the lea,
A pedestrian plods his absent-minded way
And leaves the world quite unexpectedly.
—*California Highways.*

Promising Jackpot.—A minister told his flock that he had a "call" to go to another church. One of the deacons asked how much more he was offered.

"Three hundred dollars," was the reply.

"Well I don't blame you for going," remarked the deacon, "but you should be more exact in your language parson. That isn't a 'call,' that's a 'raise.'"—*Boston Transcript.*

Scolding the Waiter.—Grandfather was slowly walking along the sidewalk, and Billie, aged four, was about twenty paces behind, trudging along on little fat legs.

"Why don't you wait for me?" he called, aggrieved.

"I'm waiting for you," replied Grandfather, slowing up a bit and turning around.

"Well," said the panting youngster, "you aren't waitin' very fast!"—*New Outlook.*

No Other Casualties.—"Gus," said Bill, as he caught up with Gus on the way back to camp, "are all the rest of the boys out of the woods yet?"

"Yes," said Gus.

"All six of them?"

"Yes, all six of them."

"And they're all safe?"

"Yep," answered Gus, "they're all safe."

"Then," said Bill, his chest swelling, "I've shot a deer."—*Wall Street Journal.*

Slips That Pass in the Night

Pound Sterling's Revenge. — Philip Snowden, lord privy seal in the national government and former chancellor of the exchequer, has been created a discount.—*Madison (Wis.) State Journal.*

Rockne Never Thought of This.—Burton raced up the field with the goal at his mercy, but lost his head and kicked it across the field.—*English paper.*

Physiological Puzzle.—

FORMER REICHSBANK HEAD
BREAKS TWO RIBS
—*Head-line in the New York Times.*

In the Midst of Plenty.—

I. DIATLOVE
MEATS AND GROCERIES
—*Winooski (Vt.) grocer's bill-head.*

Cruelty to a Hammer.—Kyle Wagg who has been suffering from a badly infected hand for several weeks is much improved this week. He mashed his finger with a hammer which grew worse.—*Pateros (Wash.) paper.*

Run Down at Last.—The Japanese have taken Tsitsihar and are advancing on Etaoinshrdlu.—*New York Sun.*

Mr. Shrdlu in Disguise?—Dr. and Mrs G. E. Anderson, 645 Lahoma Avenue, will have as a guest EiWKEEEEEEta 5b,vLs zn5 etaoin.—*Unidentified clipping.*

Nothing to Get Mad About.—

IMMORTALITY CHARGE
FALSE, DREISER SAYS
—*Madison (Wis.) State Journal.*

Vitamin Fans.—Judge Jones said witnesses had sworn to a warrant charging Dreiser and a young woman had liver together openly at a hotel.—*Atlanta Constitution.*

Ploof? Pouf!—We Have Spared Neither Pains Now Money Using Nest Paper and Can Power to Make Our Fire Crackers Which Set More Quickly is it and Give Alouder Sound Then Thost His Where and Have Become to Fomous New in China and in Foreign Countries Neither Are So Me Un Proved Cucuiar People Who Imitate Our Trade Mark Ploof.—*Label on a package of firecrackers.*

Excuse Us, Please.—During the scripture and prayer and special music, thoughtlessness alone would cause a worshiper to eeek a sitting. ALL worshipers are requested to permit ushers to eeat them. While to some this may not seem necessary in the interest of good taste and uniformity we request compliance with the practise. We feel sure that every member of our church will cooperate heartily in these suggestions.—*From a Troy (N. Y.) church program.*

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